

ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: [mail@accma.ca.gov](mailto:mail@accma.ca.gov) • WEB SITE: [accma.ca.gov](http://accma.ca.gov)

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE  
(ACTAC)

MEETING NOTICE

**Special meeting: TDA ARTICLE 3**

\*\*\*\*\*

**TDA ARTICLE 3 Committee meeting**

Tuesday, March 3, 2009, 1:15 pm.  
ACCMA Committee Meeting Room

**FY 2009/10 Article 3 Program\* (page)**

**Discussion/Action**

The TDA Article 3 Committee is requested to review and approve the attached FY 2009/10 TDA Article 3 programming schedule and fund estimate.

\*\*\*\*\*

Tuesday, March 3, 2009, 1:30 pm.  
ACCMA Committee Meeting Room  
1333 Broadway, Suite 220  
Oakland, California 94612  
(see map on last page of agenda)

Chairperson: Dennis R. Fay  
Staff Liaison: Matt Todd  
Secretary: Claudia Leyva

AGENDA

*Copies of individual Agenda Items are available on the  
CMA's Website at: [www.accma.ca.gov](http://www.accma.ca.gov)*

**1.0 PUBLIC COMMENT**

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

**2.0 CONSENT CALENDAR (+) Acceptance**

**1:30 p.m.**

**2.1 Minutes of January 29, 2009\* (page 1)**

**Action**

**2.2 Minutes of February 3, 2009\* (page 5)**

**Action**

**2.2 Deputy Director's Report\* (page 9)**

**Information**

## **3.0 ACTION ITEMS**

### **3.1 Federal Economic Stimulus Package:**

#### **Local Streets and Roads Program \*\***

#### **Discussion/Action**

ACTAC is requested to review the economic stimulus LSR Program approved by the Board in February. The American Recovery and Reinvestment Act (ARRA) was signed on February 17, 2009. MTC proposes to include approximately \$24.64M of the ARRA for LSR projects in Alameda County. Staff will provide an update on the program and the ARRA at the meeting as well as request any additional required actions.

### **3.2 Transportation Fund for Clean Air (TFCA)**

#### **3.2.1 Approval of FY 2009/2010 Expenditure Plan Application\* (page 15)**

#### **Discussion/Action**

ACTAC is requested to recommend Board approval of the Expenditure Plan Application for the FY 2009/10 TFCA County Program Manager Fund. The FY 2009/10 Expenditure Plan Application includes \$1,844,822 in available funding and reflects revisions made to the draft TFCA fund estimate to include new and relinquished TFCA revenue, and earned interest.

#### **3.2.2 Approval of FY 2009/2010 Draft Program\* (page 17)**

#### **Discussion/Action**

ACTAC is requested to recommend Board approval of the draft FY 2009/10 TFCA Program. Currently, the draft program does not reflect the total amount available to program. Staff is working with sponsors to program the remaining available funds. A draft program will be distributed at the meeting. A final program is scheduled to be presented to the Committees and Board in April.

### **3.3 FY 2009/2010 Project Study Report (PSR)**

#### **Priority List for Alameda County\* (page 19)**

#### **Discussion/Action**

ACTAC is requested to recommend Board approval of a FY 2009/2010 PSR priority list for Alameda County. A final PSR list will be presented at the meeting.

### **3.4 Congestion Management Program (CMP):**

#### **3.4.1 2007/08 Performance Report\* (page 23)**

#### **Discussion/Action**

ACTAC is requested to recommend that the Board approve the 2007-08 Performance Report: State of Transportation in Alameda County. The report provides annual data updating the status of how well the County's roadway and transit systems and bicycle facilities are performing. The Executive Summary is attached. The report will be posted on the CMA's website before the meeting. Hard copies will be available at the meeting.

#### **3.4.2 Draft Mobility Monitor\* (page 39)**

#### **Discussion/Action**

ACTAC is requested to recommend that the Board approve the attached draft Mobility Monitor.

#### **3.4.3 Review of Criteria for Adding CMP Roadways\* (page 47)**

#### **Discussion/Action**

ACTAC is requested to recommend that the Board re-adopt the existing criteria for adding roadways to the CMP network. Chapter 2-Designated Roadway System will be updated to reflect the re-adoption of the criteria.

#### 4.0 NON ACTION ITEMS

##### 4.1 Congestion Management Program (CMP):

##### 4.1.1 2009 CMP Update: Update to MTS Roadways\* (page 49) Information/Discussion

ACTAC is requested to provide input on revisions to the Metropolitan Transportation System (MTS) roadways to be consistent with MTC. In 2005, MTC updated the MTS Roadways to include Rural Major Collector and higher as classified in the Federal Functional Classification System (FFCS) for the purposes of determining Pavement & Non Pavement maintenance and rehabilitation needs and eligibility for regional funding for that purpose. The revised MTS represents an increase in ratio of mileage of MTS roadways classified as collectors and above from 8% to 28%. Staff seeks input on whether this same MTS should be used for the CMP Land Use Analysis Program purposes.

##### 4.1.2 2009 CMP Update: Climate Action\*\*

##### Information

MTC's "Guidance for Consistency of Congestion Management Programs with the Regional Transportation Plan" encourages CMPs to consider the benefits of greenhouse (GHG) emissions in developing the CMP CIP, although GHG emissions are not currently required in either Federal or State Clean Air Plans. Over the last six months, staff has been working with ACTAC, the Board, and the jurisdictions to determine how to best address climate change in the CMP. An update on progress made will be provided at the meeting.

##### 4.1.3 2009 CMP Update: Capital Improvement Program (CIP)\* (page 61) Information

ACTAC is requested to review the proposed schedule for updating the CIP Table (Table 16) for Chapter 7 of the 2009 CMP. The week of March 16th, a request for updated CIP project information will be distributed to ACTAC representatives. The updated CIP listings will be due to the CMA by Friday, April 3rd. A draft CIP Table will be distributed at the May ACTAC meeting.

#### 5.0 LEGISLATION ITEMS

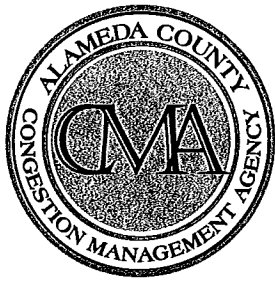
#### 6.0 OTHER/ADJOURNMENT

**NEXT MEETING:** April 7, 2009.

Location: CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

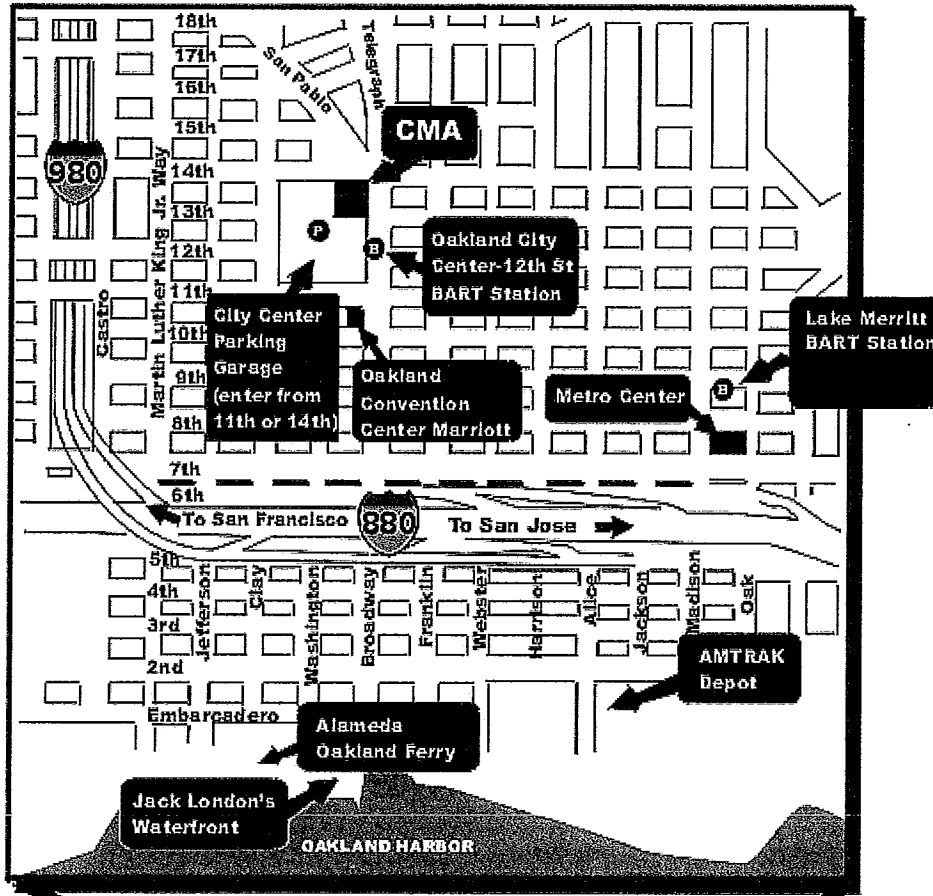
- (#) All items on the agenda are subject to action and/or change by ACTAC.
- (+) At the meeting CMA staff will not review the contents of written communications included in the Consent Calendar. Acceptance of the Consent Calendar implies understanding of its contents and approval of items, as appropriate. You are encouraged to read the materials in advance of the meeting.
- \* Attachments enclosed.
- \*\* Verbal presentation or materials will be available at the meeting.
- ✓ Materials are enclosed as a separate attachment to the agenda.

***PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND.***



# ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov



## Public Transportation Access

**BART:** City/Center 12<sup>th</sup>  
Street Station

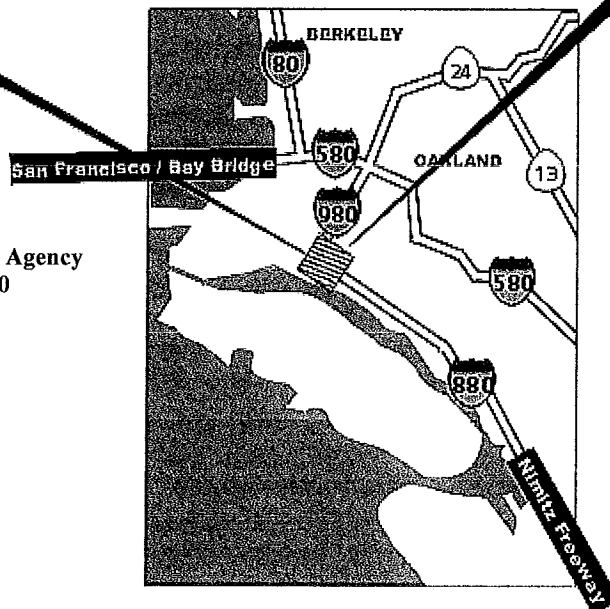
## AC Transit:

Lines 1,1R, 11, 12, 13, 14,  
15, 18, 40, 51, 63, 72, 72M,  
72R, 314, 800, 801, 802,  
805, 840

## Auto Access

- Traveling South: Take 11<sup>th</sup>  
Street exit from I-980 to  
11<sup>th</sup> Street
- Traveling North: Take 11<sup>th</sup>  
Street/Convention Center  
Exit from I-980 to 11<sup>th</sup>  
Street
- Parking:  
City Center Garage –  
Underground Parking,  
enter from 11<sup>th</sup> or 14<sup>th</sup>  
Street

Alameda County  
Congestion Management Agency  
1333 Broadway, Suite 220  
Oakland, CA 94612



## MEMORANDUM

DATE: February 19, 2009

TO: Planning Areas I, II, III, and IV

FROM: Ruben Izon, Alameda County Public Works, Transportation Engineering

SUBJECT: FY 2009-2010 TDA Article 3 Pedestrian and Bicycle Program

The Fiscal Year 2009-2010 TDA Article 3 Pedestrian and Bicycle Program funding allocation for Alameda County is \$1,060,899. Attached is a spreadsheet (Exhibit A) showing the distribution of the FY 2009-2010, TDA Article 3 funding among planning areas.

To facilitate the submission of the required project application documents for the FY 2009-2010, we are proposing the following timeline.

March 6, 2009	Submit proposed project title, project description and TDA Article 3 request via e-mail to Alameda County Public Works (Ruben Izon, e-mail:rubeni@acpwa.org) and ACCMA (Vivek Bhat, e-mail:vbhat@accma.ca.gov).
April 7, 2009	TDA Committee's concurrence with the proposed projects and funding allocations for FY 2009-2010 program.
May 22, 2009	Project application due to Alameda County Public Works (Ruben Izon), 399 Elmhurst Street, Hayward, CA 94544 (application, location map, City Council Resolution including Attachment A (specific findings), and CEQA approval). The TDA application (Claim Form), sample resolution and findings are available from MTC website (See Item 4): <a href="http://www.mtc.ca.gov/funding/STA-TDA/">http://www.mtc.ca.gov/funding/STA-TDA/</a> .
July 14, 2009	Alameda County's Board of Supervisors Resolution approval of the proposed projects and funding allocations for FY 2009-2010 program.

For those who have not completed their audit requirements from previous fiscal years, please submit them to MTC as soon as possible.

Attachment

c: Vivek Bhat, Congestion Management Agency (CMA)  
Bob Bates, Metropolitan Transportation Commission (MTC)

## Exhibit A

### FY 2009-2010 TDA Article 3 Funding for Alameda County

(Preliminary Estimate)

Agency	Population *	PA	Population	% Population	% share of funds
County	140,825				15.00%
Alameda (1)	75,823				\$48,763
Albany	16,877				\$10,854
Berkeley	106,697				\$68,619
Emeryville (2)	9,727				\$6,256
Oakland (3)	420,183				\$270,227
Piedmont (4)	11,100				\$7,139
		<b>PA1</b>	<b>640,407</b>	<b>45.67%</b>	<b>38.82%</b>
Hayward	149,205				\$95,956
San Leandro	81,851				\$52,640
		<b>PA2</b>	<b>231,056</b>	<b>16.48%</b>	<b>14.01%</b>
Fremont	213,512				\$137,313
Newark (5)	43,872				\$28,215
Union City (6)	73,402				\$47,206
		<b>PA3</b>	<b>330,786</b>	<b>23.59%</b>	<b>20.05%</b>
Dublin (7)	46,934				\$30,184
Livermore (8)	83,604				\$53,767
Pleasanton (9)	<u>69,388</u>				\$44,625
		<b>PA4</b>	<b><u>199,926</u></b>	<b><u>14.26%</u></b>	<b><u>12.12%</u></b>
	<b>1,543,000</b>		<b>1,402,175</b>	<b>100.00%</b>	<b>100.00%</b>

\* Population estimates from Dept. of Finance (1/1/08)

Prel. Fund Estimate	\$1,618,652	co 15%	\$159,135
	-\$63,555 (1)	pa1	\$411,857
	-\$43,916 (2)	pa2	\$148,596
	-\$65,000 (3)	pa3	\$212,734
	-\$17,301 (4)	pa4	\$128,576
	-\$35,366 (5)	total	\$1,060,899
	-\$95,688 (6)		
	-\$113,966 (7)		
	<u>-\$122,961 (8)</u>		

Remainder **\$1,060,899**

#### Original Funding Date

(1) City of Alameda has requested to reprogram \$153,555	FY 02/03, FY 07/08, FY 08/09
(2) City of Emeryville has requested to reprogram \$43,916	FY 02/03 TO FY 08/09
(3) City of Oakland has requested to reprogram \$65,000	FY 05/06
(4) City of Piedmont has requested to reprogram \$17,301	FY 05/06 , FY 08/09
(5) City of Newark has requested to reprogram \$35,366	FY 08/09
(6) Union City has requested to reprogram \$125,688	FY 07/08, FY 08/09
(7) City of Dublin has requested to reprogram \$113,966	FY 06/07, FY 07/08, FY 08/09
(8) City of Livermore has requested to reprogram \$222,961	FY 06/07, FY 07/08, FY 08/09
(9) City of Pleasanton has requested to reprogram \$65,824	FY 07/08, FY 08/09

#### NOTE:

City of San Leandro will pay back loan to Union City in the amount of \$30,000 , City of Berkeley will pay back loan to City of Alameda in the amount of \$90,000, Alameda County will pay back loan to City of Pleasanton in the amount of \$65,824 and City of Oakland will pay back loan to City of Livermore in the amount of \$100,000 from this year's TDA Article 3 allocation.

**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE  
MINUTES OF JANUARY 29, 2009  
OAKLAND, CA**

**1.0 PUBLIC COMMENTS**

There were no public comments.

**2.0 FEDERAL ECONOMIC STIMULUS - Local Streets and Roads (LSR) Application Targets, Programming Strategies, Programming Schedule**

**2.1 Federal Economic Stimulus - Local Streets and Roads (LSR) Application Targets, Programming Strategies, Programming Schedule**

There was substantial discussion on the Federal Economic Stimulus program. Todd requested ACTAC to approve the application targets based on MTC's proposed LSR distribution formula for the region as well as the Programming strategies and Programming schedule.

**2.2 Federal Economic Stimulus - Local Streets and Roads (LSR) Draft Program of Projects**

Todd requested ACTAC to approve the draft list of projects for the Federal Economic Stimulus LSR program.

Furger proposed a submittal based on a jurisdiction's share of the 25% – 25% – 25% – 25% MTC for Local Streets and Roads formula and including an exchange component. Those not receiving Federal Funds would receive about 95% of their share in local funds. Cities requesting exchange funds are Dublin, Emeryville, Piedmont, Pleasanton, Union City and Newark. Cities wanting Federal Funds are Hayward, Alameda, Berkeley, Oakland, Fremont and Alameda County. San Leandro indicated they will work with staff to determine which option to pursue.

Todd requested ACTAC to approve Agenda Item 2.1 and 2.2

A motion was made by Carmichael-Hart to approve the Agenda Items 2.1 and 2.2; a second was made by Odumade. The motion passed unanimously.

**3.0 OTHER BUSINESS**

**4.0 COMMISSION ADJOURNMENT**

**NEXT MEETING:** February 3, 2009.

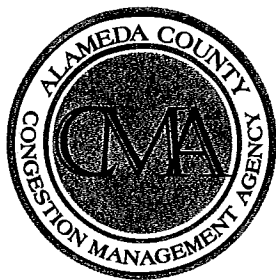
Location: CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

Attest By:

  
Claudia D. Leyva, Secretary

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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE  
JANUARY 29, 2009  
ROSTER OF MEETING ATTENDANCE  
CMA COMMITTEE ROOM, OAKLAND, CALIFORNIA

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Claudia Leyva	Accma	510-836-2560	clayva@accma.ca.gov
2. Ruben Izon	Alameda	510-670-6470	ruben@accma.org
3. Keith R. Locke	San Leandro	510-577-3439	klocke@ci.san-leandro.ca.us
4. Mike Tassano	Pleasanton	925-931-5670	MTASSANO@ci.Pleasanton.ca.us
5. FAROQ AZIM	UNION CITY	(510) 675-5368	FAZim@ci.union-city.ca.us
6. Bruce Williams	Oakland	(510) 239-7229	bwilliams@oaklandnet.com
7. Frank Furger	Accma	350-2316	ffurger@accma.ca.gov
8. Matt Todd	"	350-2315	mtodd@accma.ca.gov
9. OBAID KHAN	City of Alameda	510-749-5926	OKHAN@ci.Alameda.ca.us
10. Kunle Odumade	Fremont	510-494-4746	Kodumade@ci.fremont.ca.us
11. Alan Lee	BART	510-464-6101	ALEE1@bart.gov
12. MAURICE KAUFMAN	Emeryville	510-596-4334	mkaufman@ci.emeryville.ca.us
13. SOREN FAYEAU	NEWARK	(510) 578-4286	soren.fayeau@newark.org
14. Melissa Morton	Dublin	(925) 833-6636	melissa.morton@ci.dublin.ca.us
15. Gabe Baracker	Piedmont	510-420-3050	gbaracker@ci.piedmont.ca.us
16. Matt Nichols	Berkeley	981-7068	mnichols@ci.berkeley.ca.us
17. KEN ROSS	Livermore	925-960-4572	keross@ci.livermore.ca.us
18. Bob Bauman	Hayward	570-583-4710	robert.bauman@hayward-ca.gov
19. Rory Carmichael-Hart	"	" 4781	rory.carmichael-hart@hayward-ca.gov
20. Seng Kwok	S Kwok Engineers, Inc	510-220-9017	seng@skwokengineers.com

21. Arul Edwin ACMA 4084106036 aedwin@acema.ca.gov
22. JACKI Taylor CMA STAFF (510) 836-2560 JTAYLOR@ACEMA.CA.GOV
23. VIVEK BHAT CMA STAFF (510) 836-2560 vbhat@acema.ca.gov
24. James OBrien CMA Project Monitoring (510) 502-4357 james@advancepd.com
25. ALEIDA ANDRINO -CHAVEZ CITY OF ALBANY 528-5759-achavez@albany.ca.gov
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**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE  
MINUTES OF FEBRUARY 3, 2009  
OAKLAND, CA**

**1.0 PUBLIC COMMENTS**

There were no public comments.

**2.0 CONSENT CALENDAR**

- 2.1 Minutes of January 6, 2009**
- 2.2 Deputy Director's Report**
- 2.3 Funding Opportunities**
- 2.4 Other Information**

A motion was made by Carmichael-Hart to approve the consent calendar; Odumade made a second. The motion passed unanimously.

**3.0 ACTION ITEMS**

**3.1 Federal Economic Stimulus Legislation:**

**Local Streets and Roads (LSR) Rehabilitation Programming**

Todd requested ACTAC to recommend Board approval of an economic stimulus LSR program. The program includes the County of Alameda and Fremont exchanging about \$4 M of federal funds. San Leandro requested to be included in the federal funded component of the program. A motion was made by Cooke to approve the program; Carmichael-Hart made a second. The motion passed unanimously.

**3.2 Guaranteed Ride Home: Program Evaluation**

Stark requested ACTAC to recommend Board approval of the Program Evaluation of the Guaranteed Ride Home (GRH) Program. Stark introduced Niko Letunic of EISEN/LETUNIC, who summarized the results of the evaluation, including alternatives for participating employers to contribute towards funding the program. The program evaluation assessed the GRH program and operating principles and compared the principles, budget, funding sources, and program elements to other county programs, and reviewed alternative funding mechanisms to support the program. The following tiered recommendations were made: 1) Continue to rely on TFCA grants to fund the GRH Program for now, 2) Merge the GRH program with other GRH programs in the Bay Area, 3) Expand the GRH program into a comprehensive Transportation Demand Management (TDM) program (pending new funding), 4) Require employers to contribute toward the cost of the GRH program (after certain conditions are in place). A motion was made by Baracker to approve the Board approval of the Program Evaluation of the Guaranteed Ride Home (GRH) Program; Rosevear made a second. The motion passed unanimously.

**3.3 Project Monitoring Reports**

**3.3.1 State Transportation Improvement Program (STIP) At Risk Report**

James O'Brien of Advance Project Delivery requested ACTAC to approve the At Risk report for local projects programmed in the STIP. A motion was made by Odumade to approve the report; a second was made by Carmichael-Hart. The motion passed unanimously.

**3.3.2 Federal Surface Transportation Program/Congestion Mitigation**

**Air Quality (STP/CMAQ) Program: At Risk Report**

James O'Brien of Advance Project Delivery requested ACTAC to approve the At Risk report for local projects programmed in the Federal STP/CMAQ Program. A motion was made by Carmichael-Hart to approve the report; a second was made by Odumade. The motion passed unanimously.

### **3.3.3 CMA Exchange Program: Status Report**

James O'Brien of Advance Project Delivery requested ACTAC to approve the Status Report for projects in the CMA Exchange Program. A motion was made by Odumade to approve the report; a second was made by Carmichael-Hart. The motion passed unanimously.

### **3.3.4 Transportation for Clean Air (TFCA) Program: At Risk Report**

Taylor requested ACTAC to approve the At Risk report for projects programmed in the TFCA Program. A motion was made by Carmichael-Hart to approve the report; a second was made by Odumade. The motion passed unanimously.

## **4.0 NON-ACTION ITEMS**

### **4.1 TFCA FY 2009/10 Call for Projects: Summary of Applications Received**

Taylor informed ACTAC that applications for the TFCA FY 2009/10 Program were due to the CMA on Friday, January 30, 2009. Taylor provided a summary of the applications received at the meeting and that a draft program is scheduled to be presented to the CMA Committees and Board in March. This item was presented for information only.

### **4.2 Federal Inactive Projects List: December 2008 Quarterly Review**

Bhat informed ACTAC that the Federal regulations require that agencies receiving federal funds invoice against their obligations at least once every six months and that projects that do not have invoicing activity over a six month period are placed on the Inactive Obligation list, and those projects are at risk of deobligation of the project's federal funds unless Caltrans and the Federal Highways Administration (FHWA) receive either an invoice or a valid justification for inactivity. Caltrans is now tracking inactive obligations, and releasing a list of inactive projects quarterly. If Caltrans and FHWA do not receive adequate invoicing or justification for the project's inactivity, the project may be de-obligated. This item was presented for information only.

### **4.3 CMP: Draft 2007/08 Performance Report**

Stark requested ACTAC to comment on the attached draft 2007-08 Performance Report: State of Transportation in Alameda County. Comments are due by February 20, 2009. The report provides annual data updating the status of the County's roadway and transit systems and bicycle facilities. Staff anticipates requesting the ACTAC to recommend approving the report in March. This item was presented for information only.

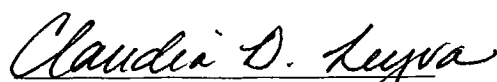
## **5.0 LEGISLATION ITEMS**

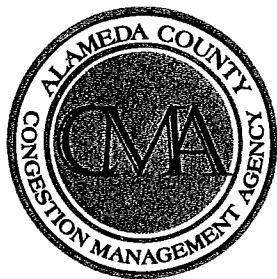
No new information to report.

## **6.0 OTHER BUSINESS/ADJOURNMENT**

NEXT MEETING: - March 3, 2009, CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

Attest By:

  
Claudia D. Leyva, Secretary



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

February 3, 2009

ROSTER OF MEETING ATTENDANCE

CMA COMMITTEE ROOM, OAKLAND, CALIFORNIA

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Claudia Leyva	ACCMA	(510) 350-2335	Cleyva@accma.ca.gov
2. FAROOQ AZIM	UNION CITY	(510) 675-5368	FAZIME@ci.union-city.ca.us
3. Keith R. Cooke	San Leandro	510-577-3439	KCOOKE@ci.san-leandro.ca.us
4. Mike Tassano	city of Pleasanton	(925) 931-5670	MTASSANO@ci.Pleasanton.ca.us
5. Matt Nichols	Berkeley	981-7068	mnichols@ci.berkeley.ca.us
6. OBAID KHAN	Alameda	749-5898	OKHAN@ci.Alameda.ca.us
7. Frank Furger	CMA	650-2318	ffurger@accma.ca.gov
8. Dennis Fay	"	350-2312	dfay@accma.ca.gov
9. Matt Todd	"		
10. STEVEN YEE	DUBLIN	925-833-4030	STEVEN.YEE@ci.DUBLIN.ca.us
11. Kunle Odumade	Fremont	510-494-4746	Kodumade@ci.fremont.ca.us
12. SOREN FATEAU	Newark	510-578-4286	Soren.Fateau@newark.org
13. Ruben IZON	Alameda Co. AV	510-670-6470	rubenie@CPWD.org
14. BOB ROSEVEAR	CALTRANS	510-286-5544	ROBERT.ROSEVEAR@DOT.CA.GOV
15. MAHENDRA PATEL	LIVERMORE	925-960-4552	MPATEL@ci.LIVERMORE.ca.us
16. Ken Ross	"	" " 4512	keross@ci.livermore.ca.us
17. Gabe Baracker	Piedmont	510-420-3050	gbaracker@ci.piedmont.ca.us
18. Tiner Spencer	ACTransit	510 891-4754	tspencer@actransit.org
19. Joe Rye	LAVTA	925-455-7560	jrye@lavta.org
20. Rory Carmichael-Hart	Hayward	510-583-9781	rory.carmichael-hart@hayward-ca.gov

21. NIKO LETUNIC EISEN | LETUNIC 510.525.0220 niko@eisenletunic.com
22. HENRY LOUIE CITY OF UNION CITY 510.675.5301
23. Seng Kuok S Kuok Engineers, Inc 510-220-9017 Seng@skwokeengineers.com
24. Brian Stark ACCMA
25. Bitu Wchulus ACCMA 510/350-2326 bwa@accma.org
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ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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*March 3, 2009  
Agenda Item 2.2*

Memorandum

DATE: February 24, 2009  
TO: ACTAC  
FROM: Frank R. Furger, Chief Deputy Director  
SUBJECT: Deputy Director's Report

**Transportation Bond Measure Projects**

I-580 Eastbound HOV Lane Project – The contractor for the first contract has completed work in the median and traffic has shifted in order for the outside widening to begin. The second contract received a California Transportation Commission (CTC) allocation of funds at the October meeting and was advertised on January 5, 2009. Bid opening is scheduled for March 24, 2009. The CMA is negotiating a contract with the design consultant to prepare the project development package for the auxiliary lanes between Isabel and North Livermore Avenue and North Livermore Avenue and First Street.

I-580 Westbound HOV Lane Project – The draft Project Report and draft Environmental Document are being reviewed by Caltrans. The design phase of this project began in June 2008. The ACCMA has reviewed the preliminary design package (35 percent PS&E). The CMA and the consultant are preparing a strategy to split the project into smaller construction contracts. The CMA is preparing a corrective action plan to remove the bus ramp from the project scope for review by the CTC.

I-580/Route 84/Isabel Interchange – This project is sponsored by the City of Livermore and received \$68 million from the CMIA bond fund program. The project was split into three smaller contracts. Contract one, administered by Caltrans received an allocation of construction funds from CTC in October 2008. The CTC allocated the construction funds for the two contracts administered by the City of Livermore at its December 2008 meeting. The three contracts were advertised in January.

I-880 Southbound HOV Lane Extension (Hegenberger to Marina) – Environmental and preliminary engineering services are ongoing. A 35 percent submittal package has been

completed. The project has been divided into two construction packages to attract more bidders. At the request of the City of San Leandro, the ACCMA is overseeing the Marina Boulevard Interchange Project Study Report (PSR).

I-80 Integrated Corridor Mobility (ICM) Project – Meetings with stakeholders are being held to define the Traffic Light Synchronization Program (TLSP) functional requirements. The data collection plan was approved and is currently being implemented. A Delivery Action Plan, addressing the project's revised schedule, was developed by Caltrans, MTC, CMA and the CCTA and was submitted to the California Transportation Commission (CTC). A 20 member Technical Advisory Committee (TAC) has been formed for the project.

I-880 North Safety and Operational Improvements at 23rd/29th Avenues –The Project Report and Environmental Document are underway and preliminary engineering and environmental technical studies have commenced. A Value Analysis study was performed in December 2008.

### **Status of Corridor Studies/Projects**

I-680 Express Lane Project – The CMA has partnered with Caltrans on the design of this project. The project has been split into six contracts: three roadway contracts, one landscape contract, an environmental mitigation contract and a system integrator contract. Bay Cities, the contractor for the first contract, is continuing to work aggressively to complete the project.

Contracts #2 and #3 were advertised in September and bids were opened on December 10, 2008 and on December 16, 2008, respectively. The plan is to award both contracts #2 and #3 in March 2009. A contract has been executed with Electronic Transaction Consultants (ETC) for the System Integration work on the Express Lane project. The notice to proceed with Phase I of the contract was issued in January 2009.

I-580 Traffic Management Plan Project – The Center-to-Center Program communication hubs project was awarded to DKS Associates. This communication package will link various Transportation Management Centers in the Bay Area which include communication centers at the Metropolitan Transportation Commission (MTC) and Alameda County SMART Corridors. The Software Integration Package was awarded to Irvine Global Consulting and will be completed in June 2009. The integration will link cameras, detectors and changeable message signs along I-580 with communication centers at the Cities of Dublin, Livermore, Pleasanton and Alameda County SMART Corridors. The project is also installing ramp metering on Grant Line Road, North Flynn Road and Portola Avenue, funded from a MTC grant.

I-580 Corridor ROW Preservation – The CMA consultant prepared environmental documents (Categorical Exemption) for six properties that are currently available for acquisition. Upon completion of the funding agreement with ACTIA, the CMA will begin discussions with Caltrans to establish a partnership agreement for this project.

I-580 Westbound Auxiliary Lane Project – This ACTIA Measure B funded project consists of two westbound I-580 auxiliary lane segments from Airway Boulevard to Fallon Road and from Fallon Road to Tassajara Road. ACTIA is the lead agency for the environmental phase and has



completed the NEPA environmental document to clear the Fallon to Tassajara Road auxiliary lane segment. CMA's consultant is responding to Caltrans comments on the 95% PS&E. An amendment to the project specific agreement with ACTIA is underway. A project specific funding agreement between the City of Dublin and the CMA is being prepared.

I-580 Eastbound High Occupancy Toll (HOT) Lane: Technical Studies and Preliminary Engineering – Preliminary Engineering and preparation of the Environmental Document began in July 2008. The consultant is addressing Caltrans' comments on the traffic operations analysis report. The CMA has requested that additional studies be prepared to investigate the feasibility of a double HOT lane. A contract change order to install the infrastructure of the civil elements of the HOT Lane was issued to the EB HOV project

I-680/I-880 Cross Connector Project – Team meetings and technical studies are currently on hold pending agreement with Caltrans regarding project oversight support.

I-580 Sound Wall Design – San Leandro and Oakland – The San Leandro soundwall Final Design Package was approved by Caltrans in late January 2009. All temporary construction easements from property owners have been obtained and the project is scheduled to be advertised in March 2009. The Design Package for the Oakland soundwall is underway. The request for the obligation of federal funds has been submitted to Caltrans.

I-880 Corridor System Management Plan – The I-880 Corridor System Management Plan (CSMP) TAC met on November 10, 2008. The results of the scenario analysis proposed to improve the performance of the corridor were discussed. The consultant team has been working since then to incorporate TAC input. This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 Corridor to determine what transportation strategies make the most sense and when they should be implemented.

I-580 Corridor System Management Plan – Information on the I-580 East Corridor System Management Plan (CSMP) was presented to ACTAC at its November meeting. As a follow-up, a corridor stakeholder meeting was held on January 27, 2009 to discuss development of the CSMP. The next corridor stakeholder meeting is scheduled for April 8, 2009. The CSMP is a requirement of the Corridor Mobility Improvement Account (CMIA) I-Bond funding, and as a result is a requirement for the CMIA-funded improvement projects along the I-580 Corridor in Alameda County.

SR 24 Corridor System Management Plan – Information on the SR 24 Corridor System Management Plan (CSMP) was presented to ACTAC at its November meeting. The Existing Conditions Technical (ECT) Memorandum is being finalized and model development is in progress. Stakeholders in Contra Costa County met on February 3, 2009 to review the ECT Memorandum results. The majority of the improvements are in Contra Costa County, so a stakeholder meeting will be held in Alameda County once the draft mitigation strategies are completed. A presentation on the ECT Memorandum results and the draft mitigation strategies are expected to be presented to Alameda County and Contra Costa jurisdictions in March 2009.

Ardenwood Park & Ride Lot Project – Construction of the Park and Ride Lot began on September 18, 2008 and completion is anticipated in June 2009. Construction was suspended in mid-November 2008 pending issuance of a final building permit by the City of Fremont. A permit was issued in January 2009 and construction has resumed.

BART to Warm Springs – Final Design on the Fremont Central Park Subway ("Subway") contract is now complete and the contract was advertised for construction on February 6, 2009. A Pre-Bid Meeting was held on February 20, 2009 and bids are scheduled to be opened on March 31, 2009. The BART Board is expected to award the contract in late April or early May and NTP is expected to be issued in June. Preliminary engineering on the Line, Track Station and Systems ("LTSS") contract is 75 percent complete. A Value Engineering review of the LTSS contract will be conducted in February. A Request for Qualifications (RFQ) for the LTSS contract is expected to be issued in March. A Request for Proposal (RFP) is scheduled to be advertised this summer, with a best-value award scheduled for mid-2010. The project received its Section 401 Certification from the SF Regional Water Quality Control Board on February 9, 2009. Further permits from the US Army Corps of Engineers and CA Dept of Fish and Game are expected shortly.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor-SVRTC) – The Draft Environmental Impact Statement (EIS) is expected to be available for public review in March 2009 with the Final EIS to be circulated in January 2010.

Caldecott Tunnel 4th Bore – The Final Environment Document for the project is available for review on the project website at: [www.dot.ca.gov/dist4/caldecott/](http://www.dot.ca.gov/dist4/caldecott/). CMA staff continues to coordinate with Caltrans on the project delivery through the Project Leadership Team (PLT) and the Executive Steering Committee (ESC). Caltrans has reached agreement with the Fourth Bore Coalition to settle the litigation that was filed against the project. The project will be advertised as soon as a CTC allocation vote is approved.

Dumbarton Rail Corridor – The Draft EIR is progressing and is expected to be released by spring 2009.

Grand/MacArthur Corridor Transit Enhancements – This project is a key first step towards bringing major transit improvements to the Grand Avenue/MacArthur Boulevard corridor. The limit of this corridor is from Eastmont Mall to the Transbay Terminal in San Francisco. This SMART/Bus Rapid Transit (BRT) Corridor implementation will be modeled after the existing San Pablo Avenue and International/Telegraph SMART/BRT Corridors. On July 31, 2008, the CMA Board awarded the Grand/MacArthur Corridor Transit Enhancement Project construction contract to Ray's Electric, the lowest responsive bidder. Construction started September 22, 2008 with a completion date in June 2009.

SMART Corridors Program – CMA's SMART Corridors partnership includes 29 public agencies. The CMA provides video and traffic data to the public and to transportation managers as well as emergency service providers in real-time. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. The CMA is working with the Alameda County Public Works Agency on the implementation of Transportation Management Centers (TMC).

CMA is also leading the project to implement ITS on Webster Avenue in the City of Alameda. CMA staff is also managing various contracts to operate and maintain SMART Corridors components.

San Pablo Avenue Rapid Bus Stop Improvements - The CMA is taking the lead in implementing approximately \$2.6 million in improvements to the Rapid Bus stops in Alameda County funded through AC Transit using Measure B funds. At the request of the cities, the CMA and the funding agencies have agreed to implement streetscape amenities as an alternative to the replacement of crosswalks. This will extend the project completion date to June 2009. All project elements are completed with the exception of bus-bulb-outs and median islands.

State Route 84 HOV Extension – Dumbarton Corridor – The HOV lane was open to traffic on September 5, 2008 and the project closeout is underway.

Central Alameda County Freeway System Study – A draft Project Initiation Document (PID) is being finalized. The next Policy Advisory Committee (PAC) meeting is anticipated to be held in March 2009 to release the Local Alternative Transportation Improvement Program (LATIP) and supporting documentation for local and California Transportation Commission approval. After PAC approval of the submittal package is obtained, local approvals will be sought similar to the process used for the Financially Unconstrained LATIP.

MTC's Lifeline Transportation Program – The MTC approved the Lifeline Transportation Program on January 28, 2009. MTC is preparing a final estimate for STA and Proposition 1B funds for the complete Tier 1 program based on the recently approved State budget. The intent of the Lifeline Transportation Program is to fund projects that increase transportation mobility for low income residents in Alameda County.

Berkeley/Oakland/San Leandro BRT –The BRT Policy Steering Committee (PSC) met on February 17, 2009 to receive an update on its role, project status, project context in terms of overall corridor goals, funding, construction costs, timeline and coordination with local jurisdictions, regional agencies, and the TAC. The TAC met on February 19, 2009 to follow up on the PSC meeting. The next BRT Policy Steering Committee will be on March 20, 2009 at 3:00 p.m. The next BRT TAC meeting is March 12, 2009 at 10:30 a.m.

Transportation and Land Use Work Program – CMA staff is discussing TOD TAP scopes with two jurisdictions. Staff is also coordinating within the county to determine how to integrate TOD into climate change goals.

Community Based Transportation Plan – The City of Alameda Community Based Transportation Plan consultant team is continuing to conduct community outreach, which will be complete March 2009.

Guaranteed Ride Home Program – The draft program evaluation, by the CMA Board will be discussed and recommended for approval at the February Board meeting. In the most recent month, 30 new employees enrolled in the program. During this time four trips were taken, including two rental car trips. The average cost per taxi trip is \$84.36 and the average trip length

is 39.2 miles. The average one-way trip distance for a rental car ride is 48 miles. The average savings for a rental car ride compared to a cab is \$72.80 per ride.

Truck Demand Model – The Task Force met on February 17, 2009 to discuss data collection and proposed components of the Truck Travel Demand Model. The next Task Force meeting is on March 17, 2009 at 10:00 a.m.

Update of the Countywide Travel Demand Model – The updated model with the P2007 land use is available. The model plots and documentation will be posted on the website by end of February 2009.

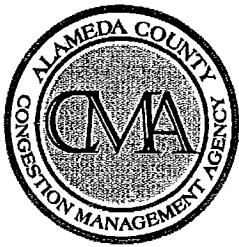
Truck Parking Facility Feasibility and Location Study – The Final Report was approved by the Board at its December 2008 meeting. The Final Report will be posted on the website in February 2009. Staff will be preparing an Implementation Plan for Board consideration by June 2009.

Update on Climate Action Activities

As follow up to the December 2008 CMA Board retreat, staff is preparing draft Climate Action priorities to review with the CMA Board as well as investigating ways to strengthen the Land Use Analysis Program and Transportation Demand Management elements of the CMP to address climate change. The CMP elements will be updated as part of the on-going 2009 CMP update. The Board will review this information at its April 2009 meeting. Staff attended a Climate Change Forum hosted by the County. At the meeting, the CMA was requested to co-host a follow up meeting on transportation and climate change in conjunction with ACTIA and Supervisor Haggerty's office. Since the CMA has been hosting climate change workshops focusing on transportation and land use for the jurisdictions since November 2008, it was agreed that this venue would be expanded to incorporate the outcomes of the County's Climate Change Forum. The first meeting of the expanded group will be held on March 11 at 10 a.m. in ACTIA's offices.

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*Agenda Item 3.2.1  
March 3, 2009*

**Memorandum**

**DATE:** February 24, 2009  
**TO:** ACTAC  
**FROM:** Matt Todd, Manager of Programming  
**RE:** Transportation Fund for Clean Air (TFCA):  
FY 2009/10 County Program Manager Fund's Expenditure Plan Application

**Action Requested**

ACTAC is requested to recommend Board approval of the Expenditure Plan Application for the FY 2009/10 TFCA County Program Manager Fund. The FY 2009/10 Expenditure Plan Application includes \$1,848,628 in available funding and reflects revisions made to the draft TFCA fund estimate to include new and relinquished TFCA revenue, and earned interest.

**Next Steps**

The Expenditure Plan Application is due to the Bay Area Air Quality Management District (Air District) by March 31, 2009, ahead of a detailed program of projects. A draft FY 2009/10 TFCA program of projects is being proposed in March (see separate agenda item).

**Background**

The administration of the TFCA program has been revised so that the Air District now approves the total amount of TFCA funds to be programmed, not the individual projects. Following the approval of the FY 2009/10 Expenditure Plan, Program Managers will then subsequently provide a final program of eligible projects to the Air District.

The \$1,848,628 in the FY 2009/10 Expenditure Plan Application is composed of the following:

- \$1,812,158 of new revenue for FY 2009/10;
- \$3,805.66 of relinquished revenue from FY 2008/09;
- \$32,664 of earned interest for 2008;

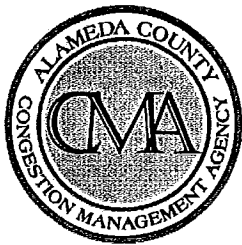
Five percent of the \$1,812,158 in new revenue is set aside for CMA administration of the TFCA program, leaving \$1,758,020 available for programming to projects.

**Financial Impact to the CMA**

This programming action has no financial impact to the CMA. The TFCA funds included in this funding program are being made available by the Air District. Costs associated with the CMA's administration of the TFCA program are included in the current CMA budget.

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*Agenda Item 3.2.2  
March 3, 2009*

**Memorandum**

**DATE:** February 24, 2009  
**TO:** ACTAC  
**FROM:** Matt Todd, Manager of Programming  
**RE:** Transportation Fund for Clean Air (TFCA):  
Draft FY 2009/10 Program

**Action Requested**

ACTAC is requested to recommend Board approval of the draft FY 2009/10 TFCA Program. Currently, the draft program does not reflect the total amount available to program. Staff is working with sponsors to program the remaining available funds. A draft program will be distributed at the meeting. A final program is scheduled to be presented to the Committees and Board in April.

**Background**

The Bay Area Air Quality Management District (Air District) has recently revised the administration of the TFCA program from previous years. The Air District now approves the total amount of TFCA funds, or the Expenditure Plan Application, ahead of a detailed program of projects. The proposed Expenditure Plan Application for FY 2009/10 includes \$1,754,214 for projects and is being presented under a separate agenda item.

Following the approval of the FY 2009/10 Expenditure Plan Application, the CMA, as the TFCA Program Manager, will subsequently provide a final program of eligible projects to the Air District. Any remaining unprogrammed funds may be programmed directly by the Air District. Therefore, CMA staff will continue working with sponsors to fully program the available amount.

The adopted Alameda TFCA guidelines specify that 70% of the TFCA Program Manager Fund be distributed to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction (70% City/County Guarantee). The remaining 30% of the TFCA Program Manager Fund is distributed to transit related projects (30% Transit Discretionary).

The fund estimate included in the December 2008 Call for Projects estimated that approximately \$1,760,000 would be available to program. The available funding amount for FY 2009/10 has since been revised to \$1,754,214.

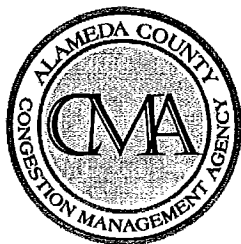
Project submittals for the 2008/09 TFCA program were due to the CMA on January 30, 2009. Twelve (12) projects were submitted for consideration. In addition to specific project eligibility

requirements, the Air District requires projects funded through the TFCA Program Manager Fund to have a cost effectiveness of no greater than \$90,000 of TFCA funds programmed per ton of emissions reduced by the project. The Air District also requires the timely submittal of annual and final project reports.

**Financial Impact to the CMA**

This programming action has no financial impact to the CMA. The TFCA funds included in this funding program are being made available by the BAAQMD. Costs associated with the CMA's administration of the TFCA program are included in the current CMA budget.





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**Memorandum**

*March 3, 2009  
Agenda Item 3.3*

**DATE:** February 23, 2009  
**TO:** ACTAC  
**FROM:** Vivek Bhat, Associate Transportation Engineer  
**RE:** FY 2009/2010 Project Study Report (PSR) Priority List for Alameda County

**Action Requested**

ACTAC is requested to recommend Board approval of a FY 2009/2010 PSR priority list for Alameda County. A final PSR list will be presented at the meeting.

**Information**

The ACCMA has been requested by Caltrans to provide a prioritized list of proposed PSRs for FY 2009/10 in order to assist Caltrans District 4 to budget staff resources needed to prepare PSRs or provide PSR oversight for Alameda County. Attached is Caltrans' list of proposed PSRs that was distributed to ACTAC members via email on February 19<sup>th</sup>.

To assist with the preparation of a prioritized list, ACTAC members have been requested to review the attached Caltrans list and provide input / comments for any of their projects including:

- Updating existing information;
- Removing completed projects;
- Adding new projects; and
- Removing duplicate projects.

In order to allow ACTAC to consider a final list at the March ACTAC meeting, responses were requested by Friday, February 27. The final list is due to Caltrans by the end of March.

Attachments

PROPOSED ACCMA 2009/10 STIP (Non-SHOPP) PID Workplan

PID Status	LEAD or QA	Route	Begin Postmile	End Postmile	Improvement Description & Location	Project Sponsor	Type of PID	Type of Environmental Document	Fund Sources	Project Cost (\$M)	Proposed PID Start Date	Proposed PID Completion Date	EA	COMMENTS
Projects carried over from 08/09 Workplan														
Carryover	QA	112	0.40	0.60	Modify I/C and widen O/C Davis Street @ I-880 in San Leandro		PSR	TBD		21.1		06/2009	2A610K	
Carryover	QA	238	5.40	6.10	Widen roadway From East King Avenue in Fremont to O'Connell Lane in Union City		Coop Agmt	EIR		5.0		04/2009	4A620K	
Carryover	QA	080	TBD	TBD	I-80 Bicycle/Pedestrian Bridge at 65th Street in Emeryville		PSR	CE		12.2		09/2009	0G200K	
Carryover	QA	580	R 7.6	19.10	Convert EB HOV lane to HOT lane Hacienda Drive in Pleasanton to east of Greenville Rd in Livermore		Coop Agmt	CE		10.0		03/2009	0G190K	
Carryover	QA	880	301.0	32.4	Modify access ramps Broadway, Jackson, Washington, Market, Martin Luther King and Posey/Webster Tubes in Oakland		PSR	EIR/EIS		TBD		1.3	0G360K	
Carryover	LEAD	580	2.3	6.1	Construct westbound truck climb+H10ing lane Grant Line Rd to Flynn Rd		PSR	TBD				6/31/09	4A160K	
Proposed New	QA	880	TBD	TBD	I/C reconstruction Marina Blvd in San Leandro		TBD	TBD		33		TBD	TBD	
	QA	080	6.30	6.80	Roundabouts Gilman St I/C in Berkeley		PSR	TBD		2.0		TBD	0A770K	
Proposed New	QA	084	TBD	TBD	Roundabout State Route 84 and Pleasanton Sunol Road in Unincorporated Alameda County		PSR	TBD		TBD		TBD	TBD	
	QA	262	0	1.1	Cross Connector improvements to SR-262 Between I-680 and I-680 from Fremont to Milpitas		PSR	EIR		TBD		TBD	TBD	
Proposed New	QA	580	TBD	TBD	I/C modification Vasco Rd in Livermore		SPSR	ND/ FONSI		5.0		04/2009	TBD	
Studies carried over from 08/09 Workplan														
Active	QA	238	580	880	VAR	VAR	Central Alameda Freeway Study - Programmatic PSR		Study	TBD		06/2008	TBD	
Active	QA	VAR	VAR	VAR	VAR	VAR	Regional HOT Lane Study Phase 3 ALA, CC, MRN, NAPA, SCL, SF, SM, SOL, SON Counties		Study	TBD		TBD	TBD	
Active	QA	080	ALA	3.2	SOL	44.7	I-80 Smarter Growth Study Corridor extends from US 101 to SR 99. Involves Districts 4, 6 & 10 and includes MAD, MER and SCL Counties		Study	TBD		TBD	TBD	
Active	QA	239	TBD	TBD	TBD	TBD	SR-239 "Reconnaissance Study" - linked to potential route adoption of SR 239 Eastern Alameda and Contra Costa Counties and western San Joaquin County		Study	TBD		TBD	TBD	
Active	QA	880	101	TBD	TBD	TBD	Understanding the implications of local land use decisions on goods movement cost and efficiency study		Study	TBD		TBD	TBD	
Active	QA	VAR	TBD	TBD	TBD	TBD	Truck Parking Feasibility Study		Study	TBD		TBD	TBD	

PROPOSED ACCMA 2009/10 STIP (Non-SHOPP) PID Workplan

PID Status	LEAD or QA	Route	Begin Postmile	End Postmile	Improvement Description & Location	Project Sponsor	Type of PID	Type of Environmental Document	Fund Sources	Project Cost (\$M)	Proposed PID Start Date	Proposed PID Completion Date	EA	COMMENTS
Projects for future fiscal years														
Proposed for work in future years	QA	80	4.2	4.8	Interchange modification - I-80 & Hwy 13 Ashby Ave in Emeryville & Berkeley	Emeryville	PSR	TBD		23.0	TBD	TBD	25620K	
Proposed for work in future years	TBD	84	TBD	TBD	Widen roadway From I-680 to south of Isabel I/C	TBD	TBD	TBD		TBD	TBD	TBD	TBD	
Proposed for work in future years	TBD	84	680	TBD	Auxiliary lanes, HOV/HOT lane. Widen SR-84 from Pigeon Pass to I-680. SB I-680 aux lane from SR-84 to Andrade. NB I-680 HOV/HOT lane from Alameda Creek to Sr 84.	TBD	TBD	TBD		TBD	TBD	TBD	TBD	Project identified in Triangle Study - Ranked #12 (hwy).
Proposed for work in future years	QA	92	TBD	TBD	Industrial Blvd I/C reconstruction, Phase 1 - construct NB 880 off ramp and signalize the ramp intersection with Industrial Parkway West.	TBD	TBD	TBD		6.0	TBD	TBD	TBD	
Proposed for work in future years	QA	92	TBD	TBD	Industrial Blvd I/C reconstruction, Phase 2 - replace the existing EB to NB 880 access by constructing a NB 880 loop ramp. Modify the SB on-ramp to include HOV lane.	TBD	TBD	TBD		6.0	TBD	TBD	TBD	
Proposed for work in future years	QA	92	TBD	TBD	Clawiter I/C modification	TBD	TBD	TBD		52.0	TBD	TBD	TBD	
Proposed for work in future years	QA	238	TBD	TBD	Widen connector to NB 880	TBD	TBD	TBD		31.0	TBD	TBD	TBD	
Proposed for work in future years	QA	580	TBD	TBD	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	TBD	TBD	TBD		32.5	TBD	TBD	TBD	
Proposed for work in future years	QA	580	TBD	TBD	Ramp modifications Strohbridge/Castro Valley I/C	TBD	TBD	TBD		21.0	TBD	TBD	TBD	
Proposed for work in future years	TBD	580	TBD	TBD	Right of way preservation from Greenville Rd to Foothill Blvd.	ACCMA	TBD	TBD		TBD	TBD	TBD	TBD	Project identified in Triangle Study.
Proposed for work in future years	TBD	580	TBD	TBD	WB auxiliary lane First St. to Isabel	TBD	TBD	TBD		TBD	TBD	TBD	TBD	Project identified in Triangle Study - Ranked #2 (hwy).
Proposed for work in future years	TBD	580	TBD	TBD	Phase 1 add EB auxiliary lanes EB from Isabel to First St.	TBD	TBD	TBD		TBD	TBD	TBD	TBD	Project identified in Triangle Study - Ranked #6 (hwy).
Proposed for work in future years	TBD	580	TBD	TBD	Phase 2 add EB mixed flow lanes from Santa Rita Rd. to Vasco Rd.	TBD	TBD	TBD		TBD	TBD	TBD	TBD	Project identified in Triangle Study - Ranked #10 (hwy).
Proposed for work in future years	TBD	580	TBD	TBD	EB HOV/HOT lane Foothill Blvd to Hacienda Rd	TBD	TBD	TBD		TBD	TBD	TBD	TBD	Project identified in Triangle Study - Ranked #11 (hwy).
Proposed for work in future years	QA	580	TBD	TBD	WB HOV/HOT lane and ramp metering east of Greenville Rd. to west of Foothill Blvd.	ACCMA	TBD	TBD		TBD	TBD	TBD	TBD	
Proposed for work in future years	LEAD	580	39.9	TBD	Construct Noise Barrier between MacArthur Blvd. and Kingsland Place	TBD	NBSSR	TBD			TBD	TBD	TBD	
Proposed for work in future years	LEAD	580	TBD	TBD	Construct Noise Barrier between 98th Ave. and Foothill Blvd.	TBD	NBSSR	TBD			TBD	TBD	TBD	
Proposed for work in future years	TBD	680	TBD	TBD	Ramp metering	TBD	TBD	TBD		TBD	TBD	TBD	TBD	Project identified in Triangle Study - Ranked #3 (hwy).
Proposed for work in future years	TBD	680	TBD	TBD	SB HOV/HOT lane from Alcosta Blvd. to SR-84.	TBD	TBD	TBD		TBD	TBD	TBD	TBD	Project identified in Triangle Study - Ranked #7 (hwy).
Proposed for work in future years	TBD	680	TBD	TBD	NB HOV/HOT lane from SR-84 to Alcosta Blvd.	TBD	TBD	TBD		TBD	TBD	TBD	TBD	Project identified in Triangle Study - Ranked #9 (hwy).
Proposed for work in future years	LEAD	880	34.4	34.4	Widen NB on-ramp @ Maritime Street in Oakland for HOV lane bypass	TBD	TBD	TBD		TBD	TBD	TBD	2A450K	
Proposed for work in future years	QA	880	TBD	TBD	Washington to Lewelling I/C reconstruction	TBD	TBD	TBD		31.0	TBD	TBD	TBD	
Proposed for work in future years	QA	880	TBD	TBD	Extend NB HOV lanes from Hacienda to north of Washington and north of Washington to Hegenberger	TBD	TBD	TBD		208.0	TBD	TBD	TBD	
Proposed for work in future years	QA	880	TBD	TBD	Add NB & SB auxiliary lanes West A St. I/C to Winton I/C	TBD	TBD	TBD		32.5	TBD	TBD	TBD	
Proposed for work in future years	QA	880	TBD	TBD	Industrial Parkway West I/C Improvements	TBD	TBD	TBD		41.0	TBD	TBD	TBD	
Proposed for work in future years	QA	880	TBD	TBD	Add NB & SB auxiliary lanes - Whipple Rd to Industrial Parkway West	TBD	TBD	TBD		19.5	TBD	TBD	TBD	
Proposed for work in future years	QA	880	TBD	TBD	West A St. I/C reconstruction	TBD	TBD	TBD		27.0	TBD	TBD	TBD	
Proposed for work in future years	QA	880	TBD	TBD	Winton I/C reconstruction	TBD	TBD	TBD		25.0	TBD	TBD	TBD	

**DEPARTMENT OF TRANSPORTATION**

111 GRAND AVENUE  
P. O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5908  
FAX (510) 286-6301  
TTY 711



*Flex your power!  
Be energy efficient!*

January 27, 2009

Mr. Dennis R. Fay, Executive Director  
Alameda County Congestion Management Agency  
1333 Broadway, Suite 220  
Oakland, CA 94612

Dear Mr. Fay:

Pursuant to the attached Memorandum of Understanding (MOU) between the State of California Department of Transportation (Department) and the Metropolitan Transportation Commission (MTC) concerning the development of the regional priority list for preparing Project Study Reports (PSRs), the Alameda County Congestion Management Agency is requested to provide a comprehensive, prioritized list of PSRs to be worked on during FY 09/10. To assure timely identification of PSR priorities and resource allocation, please submit your project list on the attached form to the address shown below no later than March 1, 2008.

Patrick Pang  
Chief, Office of Advance Planning  
c/o Caltrans District 4  
111 Grand Avenue, Mail Stop 10A  
P.O. Box 23660  
Oakland, CA 94623-0660

The Department and MTC look forward to working with your agency to allocate available resources to meet project delivery needs throughout the region. If you have questions or need additional information regarding this matter, please contact Patrick Pang, District 4 – Advance Planning, at (510) 286-5566.

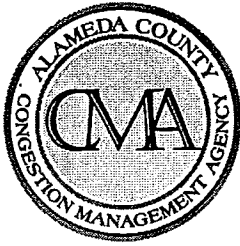
Sincerely,

LEE TAUBENECK, M.S., P.E.  
District Deputy Director  
Transportation Planning and Local Assistance

THERESE W. MCMILLAN  
Deputy Executive Director, Policy  
Metropolitan Transportation Commission

Attachments

*"Caltrans improves mobility across California"*



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185  
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**Memorandum**

*March 3, 2009  
Agenda Item 3.4.1*

**Date:** February 24, 2009  
**To:** ACTAC  
**From:** Diane Stark, Senior Transportation Planner  
**Subject:** 2007-2008 Performance Report: State of Transportation in Alameda County

**Action Requested**

ACTAC is requested to recommend that the Board approve the 2007-08 Performance Report: State of Transportation in Alameda County. The report provides annual data updating the status of how well the County's roadway and transit systems and bicycle facilities are performing. The Executive Summary is attached. The report will be posted on the CMA's website before the meeting. Hard copies will be available at the meeting.

**Next Steps**

The final draft, along with the Mobility Monitor, will be forwarded to the Board at their March meeting for consideration.

**Discussion**

The 12<sup>th</sup> draft Performance Report includes an annual report of the status of how well Alameda County's roadways, transit, bicycle and pedestrian facilities are performing. Performance of a roadway is based on level of service, average speed/travel time, congestion levels, duration of congestion, maintenance, and accidents. Performance of the transit system is based on routing, frequency, coordination, ridership and maintenance. For the bicycle facilities, performance is based on progress towards completion of high priority projects in the Countywide Bicycle Plan. Because no performance measures have been established for the Pedestrian Plan yet, an overview of progress made on implementing the Countywide Pedestrian Plan is provided.

Some of the notable findings of the report follow:

Highway Congestion:

*The following data, published by MTC in 2008, reflects congestion conditions in 2007.*

- Interstate 80 in the morning peak continues to retain its rank as the most congested corridor in Alameda County and the Bay Area Region. In total, segments of the I-80 Corridor held three spots on the Top 10 Bay Area Traffic Hot Spots in 2007.

- I-580 continues to be the second most congested corridor in the county by holding 2<sup>nd</sup> and 3<sup>rd</sup> place in the top 10 congested locations in the County. The vehicle hours of delay on eastbound I-580 in the afternoon increased by 10% in 2007 compared to 2006.
- Of the Top-10 congested corridors in Alameda,
  - congestion on I-80 accounts for 38% of Vehicle Hours of Delay (VHD) (this includes congestion outside Alameda County),
  - I-580 accounts for 28% of VHD.
- The largest increase in duration of congestion was on eastbound I-80 from Treasure Island to Powell Street in Emeryville in the afternoon peak period, which was congested for two hours and 50 minutes longer compared to 2006, a shift from nearly four hours to six hours 40 minutes.
- On westbound I-580 in the morning, although duration of congestion increased 45 minutes compared to 2006, the congested segment expanded from North Flynn to west of Airway in 2006 to I-205 to Hacienda Drive.
- Of the eight comparable segments that were on both the 2006 and 2007 Top 10 congestion lists, congestion duration increased for four segments and decreased for four segments.

#### Level of Service (LOS) on the CMP roadways

- Speeds on both freeways and arterials increased between 2006 and 2008
- The percentage of freeways performing at LOS A, increased significantly in 2008, from 25.9 percent to 38.4 percent. 2008 showed the highest rate of freeways performing at LOS A since 2000, which was at the peak of the dot com economic contraction. The decreased levels of congestion were likely due to the downturn in the economy combined with increased gas prices.
- The percentage of freeways performing at LOS D, E and F, decreased from 45.3 percent in 2006 to 34 percent in 2008.
- In 2006, there were nine roadway-segments that had operated at LOS F during the 2004 surveys but operated at an improved LOS in the 2006 surveys. In 2008, there were 15 improved LOS F segments.

#### O&D Pairs Travel Times

In general, both auto and transit travel times improved since 2006. Travel times range between 2 to over 5.5 times longer for transit than automobile travel for the 10 pairs studied.

#### Pavement Condition

The average Pavement Condition Index (PCI) for Alameda County roadways for 2007-08 was 65. This rating is approximately the same as pavement conditions reported last year. The average Alameda County PCI represents pavement conditions throughout 15 jurisdictions, which range from a four percent decline to a four percent improvement. Appendix E in the Performance Report shows PCI by jurisdiction.

### Accidents

Accident rates on Alameda County freeways have generally reduced, with the exception that I-238 had a 37% increase in the number of accidents. Of all the freeways, I-980 had the largest reduction in the number of accidents, which was a 41% reduction since 2006.

### Transit Update

Transit ridership in Alameda County increased less than one percent compared to the previous fiscal year. All but one transit operator showed an increase in ridership. Changes in ridership ranged from AC Transit with a 2.6 percent decrease in ridership to Capitol Corridor with a 16 percent increase in ridership. The increased ridership for most of the transit operators is likely due to the drastically increased gas prices experienced in 2008. The decrease in ridership for AC Transit may be due to the economic downturn during the same time.

### Countywide Bicycle Plan

This Performance Report tracks the updated Alameda Countywide Bicycle Plan, which the Board adopted in October 2006. Of the 28 miles of High Priority bicycle facilities listed in the plan, one mile was constructed in 2007/08 and progress was made on 12 other projects, bringing them closer to being constructed when funding becomes available.

### Countywide Pedestrian Plan

This Performance Report provides an overview of the Alameda Countywide Pedestrian Plan, which the Board adopted in October 2006. Although no performance measures have been adopted or monitored since the Plan was adopted, progress has been shown through implementation of the Alameda County Safe Routes to School Program and adoption of one more Pedestrian Master Plan, with five additional plans in progress.

### **ACTAC Recommendation**

While reviewing last year's Performance Report, ACTAC recommended that this year's Performance Report include three additional performance measures: 1) capacity of transit as an indicator of transit congestion, 2) percentage of unmet needs for local streets and roads and transit, and 3) progress monitoring Community Based Transportation Plans.

#### *1) Capacity of Transit*

To measure the capacity of transit, staff contacted AC Transit and BART. AC Transit tracks systemwide load factors, but does not have countywide or more local load factors. With approximately 100 local lines that vary significantly, the systemwide load factors would not provide a meaningful way to measure capacity. AC Transit is continuing to investigate ways to measure and track capacity. Staff will continue to work with the transit districts to develop a meaningful measure of capacity and that it be included in next year's report.

#### *2) Percentage of unmet needs for local streets and road and transit*

This year's Performance Report includes a table in the appendix that shows the most recent local streets, roads and bridges shortfall in funding. This is included as a baseline for future Performance Reports. Staff will contact transit operators to determine options for measuring and monitoring unmet needs in next year's Performance Report.

#### *3) Progress in Community Based Transportation Plans*

This year's Performance Reports initiates a table that monitor the status and progress of projects funded through the Lifeline Transportation Program. The projects meet transportation gaps in low income communities.

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State of Transportation  
In Alameda County  
**2007-2008**

DRAFT PERFORMANCE REPORT

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

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# Executive Summary

## ALAMEDA COUNTY TRANSPORTATION SYSTEM

The 2007-2008 Performance Report provides information on how the transportation system is functioning in Alameda County. The report will also be used to help identify transportation improvements to be considered in Alameda County. County transportation improvements will be included in the Capital Improvement Program for the Congestion Management Program (CMP) and in future updates of Alameda County's long-range Countywide Transportation Plan.

## Performance Measures

This report measures the annual performance of three modes of transportation in Alameda County: highways, transit, and the bicycle network. It also discusses countywide pedestrian access, as defined in the 2006 Countywide Pedestrian Plan. This report does not monitor the progress of countywide pedestrian access, as no performance measures have been defined yet, but it does provide a summary of progress made. Highway data is based on information collected from Caltrans and MTC. Transit data was collected from Alameda County's transit operators. Bicycle data was collected from the 15 jurisdictions in Alameda County. A summary table of the results of the performance measures for each mode is included at the end of this Executive Summary. The body of the report also includes tables with data summarizing the performance of each transportation mode. More detailed data are provided in the appendices.

Below are highlights of the report for each transportation mode. This is followed by an overview of the applied performance measures for the Alameda County transportation system in 2007-2008 (Table ES.1). For more detailed information and explanations, please refer to the complete report.

## Highways

Performance on highways in Alameda County is tracked in this report using the following measures:

- Level of Service - the level of congestion on County freeways and arterial roadways
- Average Speed/Travel Time - measured in each lane during the peak period
- Origin and Destination (O&D) Pairs Travel Times –travel times between destinations
- Vehicle Hours of Delay –amount of time travelers are delayed in traffic

## Highways (Cont'd.)

Measures to track how our County's roads are performing also include:

- Road Maintenance – quality of pavements throughout the County
- Accidents – the number of accidents along County freeways

## Level of Service (LOS)

Alameda County CMA measures Level of Service (LOS) Monitoring in the even-numbered years. The CMP roadways were most recently monitored in spring 2008. Level of Service (LOS) is measured from A to F, with A representing no congestion and F representing the most congestion. Descriptions of LOS are included in Appendix C. Following are highlights from the 2008 LOS Monitoring Report:

- Based on the LOS monitoring performed by the CMA in spring 2008, speeds on freeways appear to have generally improved while arterials have remained stable.
- The percentage of freeways performing at LOS A, increased significantly in 2008, from 25.9 percent to 38.4 percent. 2008 showed the highest rate of freeways performing at LOS A since 2000, which was at the peak of the dot com period. The decreased levels of congestion were likely due to the downturn in the economy combined with increased gas prices.
- The percentage of freeways performing at LOS D, E and F, decreased from 45.3 percent in 2006 to 34 percent in 2008.
- In 2006, there were nine improved roadway segments that had operated at LOS F during the previous, 2004 surveys. In 2008, there were 15 improved LOS F segments compared to 2006.

## Origin & Destination (O&D) Pairs, Travel Times

Since 1996, the ACCMA has compared travel times for auto and transit for ten origin/destination pairs within Alameda County. Auto and transit travel times have improved compared to the times listed in the 2006 LOS Monitoring Report. In general, auto travel time shows more improvement than transit travel since 2006. Travel times range between 2 to over 5.5 times longer for transit than automobile travel for the 10 pairs studied.

## Vehicle Hours of Delay, Duration of Congestion

Since 2004, Metropolitan Transportation Commission has annually collected information on travel time for freeways in Alameda County and the Bay Area. Caltrans collected this data previously. The data is collected to identify: location of congestion; time of day that congestion occurs; and length of congestion (duration). The number of vehicle hours of delay (VHD) in comparison to previous years indicates whether congestion is increasing or decreasing. MTC's 2007 congestion data shows that congestion has increased by 8,900 VHD in Alameda County, which represents a 15% increase over the previous year. This continues the trend of increased congestion since 2003. The following are the important congestion findings from MTC's data on vehicle hours of delay in 2008:

- In 2007, congestion in Alameda County continued to account for nearly 40% of total congestion in the Bay Area. This is more than double the second most congested county, Santa Clara.
- I-80 in the morning peak retains its rank as the most congested corridor in Alameda County and the Bay Area. It holds 3 spots on the Top 10 most congested corridors list.
- I-580 continues to be the 2<sup>nd</sup> most congested corridor in the County. It holds 2<sup>nd</sup> and 3<sup>rd</sup> place in the top 10 congested locations.
- The vehicle hours of delay on eastbound I-580 in the afternoon increased by 10% in 2007 compared to 2006.
- On westbound I-580 in the morning, although duration of congestion increased 45 minutes compared to 2006, the congested segment expanded from Flynn to Airway in 2006 to I-205 to Hacienda Drive.
- The largest increase in duration of congestion was on eastbound I-80 from Treasure Island to Powell Street in Emeryville in the afternoon peak period, which was congested for nearly three hours compared to 2006, a shift from nearly four hours to six hours 40 minutes.
- Of the eight comparable segments that were on both the 2006 and 2007 Top 10 congestion lists, congestion duration increased for four segments and decreased for four segments.

## Road Maintenance

MTC monitors the pavement condition of local streets by tracking the percentage of centerline miles for all roadway types in each jurisdiction from excellent to poor. They also weight the average Pavement Condition Index for the general pavement condition in the County. PCI is rated from 1 to 100, with 100 representing new roads. The average PCI for Alameda County roadways for 2007-08 was 65. This rating is approximately the same as pavement conditions reported last year. The average Alameda County PCI represents pavement conditions throughout 15 jurisdictions, which range from a four percent decline to a four percent improvement since the previous year. Appendix D in the Performance Report shows PCI by jurisdiction.

In 2007, approximately, 77 percent of all the roadways were reported to be in fair to excellent condition in Alameda County. Pavement in very poor to very poor condition represents about 23 percent of the County's roadways, which indicates a six percent increase since the previous year. Appendix D shows pavement conditions by jurisdiction in Alameda County.

### **Local Streets, Roads and Bridges Shortfall**

This year, for the first time, the Performance Report has added a section that tracks the local streets, roads and bridges shortfall. This will be used as a baseline to compare to future years.

### **Accidents on County Freeways**

Accident rates on Alameda County freeways have generally reduced, with the exception that I-238 had a 37% increase in the number of accidents. Of all the freeways, I-980, had the largest reduction in the number of accidents, which was a 41% reduction since 2006.

### **Transit**

For FY 2007-2008, the average increase in ridership among Alameda County transit operators remained stable. However, this represents an average of a range from 2.8 percent decrease in ridership for AC Transit to a 16 percent increase at Capitol Corridor. AC Transit is the only operator that showed a decrease in ridership in 2007/08. The decrease of AC Transit ridership could be due to the downturn in the economy. The increase in ridership for the other transit operators could be attributed to the rise in gas prices combined with systemwide improvements implemented by the transit operators. This year, the Performance Report added a category tracking transportation projects that have been funded through the Lifeline Transportation Program. The purpose of the program is to fulfill transportation gaps for low income communities. That information is attached in Appendix I.

### **Bike Facility Construction**

In 2006, the CMA Board adopted the amended Alameda Countywide Bicycle Plan. Of the Plan's 549-mile "Vision Network," 224 miles are constructed and existing. This represents 40% of the Bike Plan's Vision. The Plan includes a list of 28 miles of High Priority projects, which is based on projects that could be completed within four years of adoption of the Bike Plan update. In 2007, progress was made on nine additional High Priority Projects. Progress includes completing plans, environmental studies, engineering and obtaining funds for the projects, which is a prerequisite to construction of bicycle facilities. In 2008, there was one Call for Projects for funding the High Priority Projects from one of the bicycle facilities fund sources, ACTIA. Applications have been submitted but the projects have not yet been selected. Tables with details are included in the Bicycle Network section of this document.

Appendix I shows the location of the High Priority projects and transit priority zones that will be the focus of funding efforts for the next three years when the next update of the Countywide Bicycle Plan is anticipated. The High Priority Projects are listed in Table I-1 and shown in Figure I-1. This performance report monitors the implementation of the High Priority projects as well as the construction of other projects on the Countywide Bicycle Network.

## **Pedestrian Access**

The first Countywide Pedestrian Plan was adopted by the CMA Board and ACTIA in October 2006. This No performance measures have been established yet for tracking implementation of the capital projects in the Plan. This Performance Report includes an overview of the Plan. Although there are no performance measures, the programs are moving forwarding. One example is the implementation of the Alameda County Safe Routes to Schools Program this year. Additionally, five jurisdictions are developing plans, moving the county toward the Countywide Pedestrian Plan's goal for each jurisdiction to have a pedestrian plan by 2011.

**Table ES.1—Summary of Applied Performance Measures**

PERFORMANCE MEASURE	OBJECTIVE OF CMP	2007-08 RESULTS	OBSERVATION
<b>HIGHWAYS</b>			
Level of Service (based on 2008 LOS Monitoring Report)	<ul style="list-style-type: none"> <li>• Mobility</li> <li>• Air Quality</li> </ul>	<p>Updates in 2008, as follows:</p> <p>Freeways: LOS A increased by 12.5%. LOS D, E, &amp; F decreased by 11.3%.</p> <p>Arterials: LOS A increased by 3.9%, LOS D &amp; E decreased by 4%.</p>	The changes from 2006 to 2008 show freeways improving and arterials remaining steady.
Average Speed (based on 2008 LOS Monitoring Report)	<ul style="list-style-type: none"> <li>• Mobility</li> <li>• Air Quality</li> <li>• Land Use</li> </ul>	<p>Updates in 2008, as follows:</p> <p>Freeways: 50.4 mph for the afternoon peak</p> <p>Freeways: 52.4 for the morning peak</p> <p>Arterials: 25.2 mph for the afternoon peak</p>	The average speed during the evening peak on freeways increased by 5.5% from 2006 to 2008, while on arterials it increased by 4.8%.
Travel Time (auto, transit and bike--based on 2008 LOS Monitoring Report)	<ul style="list-style-type: none"> <li>• Mobility</li> <li>• Air Quality</li> <li>• Land Use</li> </ul>	<p>Most recent information from 2008 follows:</p> <p>In general transit trips took 2 to 5.5 times longer than auto for the 10 pairs studied. Consistently Fremont- Pleasanton has the highest transit travel times that are over 4.5 times longer than auto.</p> <p>Bicycle trips in the northern part of the county continue to compete well with both auto and transit trips.</p>	Overall auto travel time has reduced and transit times have increased since 2006. Most transit delay is associated with transfer between lines.



PERFORMANCE MEASURE	OBJECTIVE OF CMP	2007-08 RESULTS	OBSERVATION
Duration of Congestion (based on 2007 Highway Congestion Data from MTC for Alameda County roadways)	<ul style="list-style-type: none"> <li>Economic</li> <li>Air Quality</li> </ul>	<p>Congestion measured in 2007 showed increased congestion levels on most of the top 10 corridors; with 63,900 VHD in 2008, which is up from 55,000 VHD in 2006, an increase of 15%.</p> <p>Eastbound Interstate 80 across the bridge in the pm peak registered an increase of 16% compared with 2006. Congestion on eastbound I-580 in the afternoon increased by 10% compared to 2006.</p>	<p>Although duration of congestion increased on the top three most congested corridors in the county, the VHD decreased in those three corridors. This could be due to travelers choosing to alter their commute time combined with a downturn in the economy.</p> <p>Construction on the bridge could contribute to increases in VHD on I-80 eastbound in the pm peak.</p>
Maintenance (Local)	<ul style="list-style-type: none"> <li>Economic</li> </ul>	<p>Pavement Condition:</p> <p>Excellent: 7 %</p> <p>Very Good: 25 %</p> <p>Good: 21 %</p> <p>Fair: 23 %</p> <p>Poor: 15 %</p> <p>Very Poor: 8 %</p>	<p>Percentage of roads reported to be in good or satisfactory condition changed by 1 % in the past year. This represents an average amongst the 15 jurisdictions.</p>
Accident Rates	<ul style="list-style-type: none"> <li>Mobility</li> <li>Air Quality</li> <li>Economic</li> </ul>	<p>Pending information from Caltrans</p>	<p>TBD</p>

## TRANSIT

PERFORMANCE MEASURE	OBJECTIVE OF CMP	2007-08 RESULTS	OBSERVATION
Ridership	<ul style="list-style-type: none"> <li>Economic</li> <li>Air Quality</li> <li>Land Use</li> </ul>	Transit ridership in terms of total annual passenger boardings in Alameda County has remained stable as an average of all transit operators in the County. This consists of one decrease combined with the remaining increases in ridership.	Ridership increases are likely due to increased gas prices and systemwide improvements by the Transit Operators. Decrease in ridership for AC Transit maybe due to the downturn in the economy.
Coordination of Services	<ul style="list-style-type: none"> <li>Mobility</li> <li>Air Quality</li> </ul>	Transfer facilities are located at BART, AMTRAK, ACE, Dublin and Livermore Transit Centers, two malls, Greyhound and ferry terminals	The greatest number of transfer opportunities is found at the BART stations.
Vehicle Maintenance	<ul style="list-style-type: none"> <li>Air Quality</li> </ul>	Bus Service: Miles between mechanical road calls reduced for AC Transit and UC Transit and increased for UC Transit. Rail: Mean time between service delays remained stable for BART and increased by 46% for ACE since last year.	BART is continuing their Strategic Maintenance Program (SMP) initiative for secondary repair.
Routing	<ul style="list-style-type: none"> <li>Mobility</li> <li>Air Quality</li> <li>Land Use</li> </ul>	Surface miles (directional route miles) covered by transit and service coverage increased by 3.5%, while passenger boardings increased by 2% on average.	Increased boarding's reported by transit operators are likely due to a combination of systemwide improvements by Transit Operators and increased gas prices.

PERFORMANCE MEASURE	OBJECTIVE OF CMP	2007-08 RESULTS	OBSERVATION
Frequency	<ul style="list-style-type: none"> <li>• Mobility</li> <li>• Air Quality</li> <li>• Land Use</li> </ul>	AC Transit and LAVTA have been providing 24 hours a day service since December 2005. BART increased frequency from 20 to 15 minute headways in the evenings and Sunday.	Bus frequency remained relatively consistent compared to last year for all periods. Union City added a Sunday shuttle to Northern Fremont. BART increased frequency during evening and Sunday service.
<b>BICYCLE</b>			
Completion of Countywide Bike Plan	<ul style="list-style-type: none"> <li>• Mobility</li> <li>• Air Quality</li> </ul>	Nine High Priority projects showed progress in environmental, design and funding in 2007.	Bicycle facilities are progressing in Alameda County.

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## 2008 **Mobility Monitor**

### *Pull Out—On Front Page?*

This newsletter provides a snapshot of last year's transportation conditions, as presented in the annual *2007-2008 Performance Report*. For more detailed information or a copy of the Report, please contact CMA staff at [www.accma.ca.gov](http://www.accma.ca.gov) or 510-836-2560.

### *Pull Out—Anywhere*

The CMA's directive is to manage traffic congestion. The CMA is focused on delivering quality transportation projects and programs to Alameda County.

### *Sidebar—Probably on First Page*

#### **CUTTING RIBBONS**

In October 2008, the CMA celebrated the opening of the westbound **HOV lane extension** on SR-84, between the Dumbarton Bridge and I-880. Now, carpool vehicles and buses traveling along I-880 or Decoto Road will be able to bypass congestion on SR-84. The addition of the bypass lane on the I-880 southbound off-ramp allows access to the HOV lane directly, without crossing the two existing mixed-flow lanes.

### *Lead Article*

#### **HOW ARE WE DOING?**

As the local agency responsible for congestion management in Alameda County, the CMA strategically plans, funds, and implements projects and programs for highway and local road improvements, transit maintenance and expansion, and bicycle and pedestrian facilities.

Along with serving as the Bay Area's transportation hub, Alameda County has the worst traffic congestion in Northern California. While 20 percent of Bay Area residents live in Alameda County, nearly 40 percent of the region's congestion is found here. And, notably, six of the Top 10 congestion hot spots in the nine-county Bay Area are located in Alameda County. To address this situation, transportation investments focus on:

- Collaborating with many other jurisdictions and agencies;
- Dealing with the complexities of transportation funding; and
- Seeking consensus among Board members drawn from very different parts of the county.

#### **Freeways and Roads**

To measure how well our freeways and roads are performing, this year's newsletter relies on the most current data provided by MTC and Caltrans and the CMA's 2008 Level of Service Monitoring Report.

## Congestion, Delay and Travel Speeds

Since 2003, congestion in the Bay Area has steadily increased as measured by vehicle hours of delay. In Alameda County, this delay is most profound for commuters trying to get to and from San Francisco as I-80 retained its long-time rating as being the worst commute in the area. Also, those traveling to and from the eastern portion of the County continue to experience a protracted commute through the I-580 corridor.

### *Sidebar—With this section*

Congestion in Alameda County continues to account for nearly 40 percent of total congestion in the Bay Area—more than double that of the second most congested county, Santa Clara.

The CMA measures congestion levels by evaluating the amount of time travelers are delayed in traffic (**vehicle hours of delay**). MTC's data for 2007 found:

- The largest increase of time spent in congestion was during the afternoon commute on eastbound I-80, from Treasure Island to Powell Street. The duration of congestion increased by almost three hours from the 2006 data.
- Afternoon travelers experienced a 10 percent increase in delay on eastbound I-580 in the Tri Valley.
- Morning commuters on westbound I-580 were delayed by an additional one hour and 15 minutes in the Tri Valley.

The CMA also measures the congestion by monitoring the **level of service** (LOS) on County freeways and highways and calculating travel speeds. This monitoring is conducted during even-numbered years and rates each freeway and highway from A to F—A reflecting lack of congestion and F reflecting excessive congestion. Monitoring performed in Spring 2008 revealed:

- On average, overall congestion as measured by LOS decreased from the 2006 monitoring levels.
- The percentage of roadways operating at LOS A increased significantly, from almost 26 percent to just over 38 percent.
- The percentage of roadways at LOS D, E or F also changed considerably by decreasing from just over 45 percent to 34 percent.

Another way of gauging performance of the transportation system is to measure **travel speed** on the roadways. For morning commuters, speeds have steadily increased during the past decade, including a 2.4 mph jump since 2006. For afternoon commuters, speeds have remained relatively stable over the past 10 years. For those segments that experienced reduction in speeds, primarily due to construction activity.

## Accidents

Similar to the previous year, overall accident rates dropped on Alameda County freeways. Key highlights include:

- I-680 continues to have the lowest rate in the county, at nearly 50 percent lower than other similar statewide facilities.

- I-238 had a dramatic increase in accidents, at twice the statewide average.
- Conversely, I-980 had a significant decrease in accidents and now stands below the statewide average.
- SR-24 and I-80 had modestly fewer accidents than last year, but the rates remain above the statewide average.
- SR-13 had a sharp drop in accidents, with the rate falling well below the statewide average.

## Road Repair

MTC monitors the condition of roadways in the Bay Area using a PCI, or Pavement Condition Index. On a scale of 0-100 (with 100 being newly paved roads), MTC gave Alameda County roads a rating of 65, a relatively similar conditions as the previous year. Approximately 76 percent of all County roadways were reported to be in fair to excellent condition. About 23 percent of the roadways were considered to be in poor or very poor condition.

## Transit

The eight transit operators continue to strive to create a responsive and reliable system. Overall, the number of commuters using transit was similar to the previous year. Of the different operators, AC Transit was the only one to experience a decrease in ridership (about three percent). Conversely, the Capitol Corridor experienced a 16 percent increase in ridership. This is likely due to the significant rise in gasoline prices, the economic downturn, and ongoing and coordinated systemwide transit improvements.

## Bicycle

The *Countywide Bicycle Plan*, adopted in 2006, has three investment levels: the 549-mile Vision network, the 201-mile Financially Constrained network, and a list of High Priority Projects. Collectively, the goal of the Plan is to add 28 miles of bikeway within five years of plan adoption. Each jurisdiction selected one high priority project from the Financially Constrained network. They also identified areas where better connections to transit could be made and where existing on-street bikeways should be rehabilitated. In 2007, less than one mile of high priority bicycle facilities was constructed. However, progress was made on 12 of the other high priority projects, including environmental review, design, and funding. Consequently, these projects are moving closer to being ready for construction when funding becomes available.

*Pull Quote*—with this section

As of last year, 219 miles have been constructed, or 40 percent of the Countywide bicycle system.

## Pedestrian

In 2006, the ACTIA and CMA Boards adopted the first-ever *Countywide Pedestrian Plan*. Like the Bicycle Plan, it includes a Vision Network that focuses on areas of countywide significance. The Plan calls for local jurisdictions to develop their own pedestrian plans by 2011. The Plan also calls for priority access to transit, downtown areas, and inter-jurisdictional trails. Efforts are underway to implement the Alameda County Safe Routes to Schools Program. Ways to measure progress toward the goals of the Plan are currently being developed.

*Featured Article*

## **REDUCING GREENHOUSE GAS EMISSIONS**

In 2006, the California State Legislator passed Assembly Bill 32, commonly known as the California Global Warming Solutions Act. Under AB 32, the State is required to reduce greenhouse gas emissions by 25 percent by 2020 (a return to 1990 emission levels) and by 80 percent by 2050.

SB 375, passed in 2008, is intended to help meet the requirements set in AB 32. SB 375 promotes land use planning that promotes denser, more compact development patterns. It aims at better integrating and balancing jobs-housing-transit with regional transportation planning, thereby reducing vehicle use. As part of SB 375, the California Air Resources Board is required to set regional targets for greenhouse gas emission reduction by September 2010.

Statewide, approximately 30 percent of all greenhouse gas emissions originate from automobiles and light trucks. In the Bay Area the percentage increases significantly, to about 50 percent. At their 2008 retreat, the CMA Board addressed potential roles and responsibilities in reducing greenhouse gas emissions, as well as global climate change. The Board directed CMA Staff to:

- Assume a larger advocacy role in supporting funding requests for projects and programs to reduce emissions;
- Support projects and programs that highlight “green building” and alternative fuel technologies; and
- Promote expanded regional planning coordination.
- Consider land use as it relates to supporting transit service.

Based on their direction and in conjunction with Alameda County, CMA Staff is in the process of developing a *Climate Action Strategy* for Board review in Spring 2009.

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*Second Article*

## **WORKING IN KEY CORRIDORS**

The CMA continues to develop projects to relieve congestion on some of the most heavily traveled routes in the County. To this end, the CMA stepped up efforts in a number of priority areas.

### **I-80 Integrated Corridor Mobility Project**

Interstate 80 is the most congested commute corridor in the nine-county Bay Area, with demand on this freeway far exceeding roadway capacity. To improve safety and operational efficiency for commuters, the CMA has developed an Integrated Corridor Mobility Project. This effort, part of comprehensive program for the corridor, is intended to improve travel between the Carquinez and Bay bridges. Various improvements being considered include:

- Using closed-circuit television cameras to monitor the flow of traffic to adjust travel speeds dynamically and to meter the flow of traffic;



- Installing ramp metering HOV bypass lanes for transit access;
- Implementing emergency vehicle and transit signal priority systems; and
- Integrating arterial traffic signals.

## I-580 Corridor Improvements

Since 2000, congestion on I-580 in eastern Alameda County, has risen steadily, resulting in one of the Bay Area's worst commutes. This corridor is a vital link for major farm-to-market travel and work-force commute between the Central Valley and the Bay Area. The following key projects are underway.

- A **westbound HOV lane** will be constructed from east of Greenville Road in the Livermore Valley to Foothill Road in Dublin. Improvements include auxiliary lanes, a bus drop-off ramp to the Dublin/Pleasanton BART station, and soundwalls at the Dublin Sports Park.
- Work has begun to bring a high occupancy toll lane, commonly referred to as an **Express lane**, to the Tri-Valley area. The eastbound and westbound HOV lanes will be converted to Express lanes to better manage traffic and to generate revenue. Preliminary options are being evaluated for freeway operations and revenue generation.
- In partnership with Caltrans and ACTIA, the CMA is developing a strategy to identify and acquire **right-of-way** from the Hacienda Drive interchange in Pleasanton to the Vasco Road in Livermore. The purpose of this acquisition is to preserve the opportunity for future transit expansion of BART.
- The CMA is partnering with Caltrans for the **I-580/I-680 Interchange Modification** project. The Project Study Report (PSR) will evaluate options to address significant congestion and to identify alternatives for further evaluation, including options for direct connection from: westbound I-580 HOV to southbound I-680 HOV; and northbound I-680 HOV to eastbound I-580 HOV. The PSR will also evaluate HOV movements and update the master buildout plan for the I-580/I-680 interchange.

## I-880 CORRIDOR IMPROVEMENTS

Like other freeways in Alameda County, I-880 experiences substantial regional and inter-regional traffic. This corridor serves the Port of Oakland (the largest port in Northern California and fourth largest port in the United States), Downtown Oakland, the Oakland International Airport, and major mail distribution centers. I-880 also serves as an essential route between residential areas and employment centers in Alameda, San Francisco, Santa Clara, San Mateo, and Contra Costa counties.

Caltrans has identified significant bottlenecks on I-880, with the frequency of accidents five times higher than the statewide average in certain areas. In response, the CMA has three projects underway to address the safety and mobility issues.

- The CMA's adopted *Strategic Plan for I-880* includes various recommended improvements to increase safety and reduce delay. One key project in this Plan is to provide operational and safety improvements to northbound I-880 at **23<sup>rd</sup> and 29<sup>th</sup> Avenue in Oakland**. Improvements will include reconfiguring the on- and off-ramps and constructing a soundwall to mitigate noise impacts for nearby elementary schools and residents of Oakland's Jingletown neighborhood.

- Recurring congestion is found in South Hayward, from Tennyson to Whipple roads. This portion of I-880 is impacted by motorists seeking access to the San Mateo Bridge, SR-92, I-238, I-580, and I-80. Improvements needed to provide congestion relief include **ramp modifications** at the Industrial Parkway and the Whipple Road interchanges, as well as the addition of **auxiliary lanes** between Industrial Parkway West and Whipple Road.
- A **southbound carpool lane** is being added from Hegenberger Road in Oakland to Marina Boulevard in San Leandro. The project will extend the start of the HOV lane to the north by approximately three miles, reconstruct the bridges over I-880 at Davis Street and Marina Boulevard to increase lateral clearance, widen the bridge over the Union Pacific Railroad and San Leandro Creek, and install nearly 3,000 feet of soundwalls.

### Transit-Oriented Development

The CMA is involved in a number of emerging transit-oriented developments (TOD). TODs typically contain a mix of residential, retail, and public uses and are designed to maximize access to public transit. The following projects were awarded grants through State Department of Housing and Community Development bonds in 2008:

- The Union City Intermodal Station received \$9 million;
- The MacArthur BART Transit Village received \$34 million;
- The Coliseum BART Transit Village received \$24 million; and
- The San Leandro Transit Village received \$24 million.

The following TOD projects were awarded MTC's Station Area Planning Grants in 2008:

- Lake Merritt BART, Oakland \$720,000
- Upper Broadway, Oakland, \$400,000
- Berkeley Downtown Area Planning & Implementation, \$300,000
- Union City Station Area, \$125,000
- Newark Station Area, \$544,000
- West Dublin BART Specific Plan, \$200,000
- San Leandro Infrastructure, \$75,000 & San Leandro Blvd, \$175,000

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#### *Sidebar—Anywhere in Document*

### Breaking Ground

The CMA and related partners were busy breaking ground on a number of construction projects aimed at reducing congestion and improving air quality.

- The **I-680 Express lane** is under construction at the Sunol Grade, a 14-mile stretch considered to be one of the worst commutes in the Bay Area. This lane, commonly known as a high occupancy toll lane, offers motorists the option of paying a fee to use a faster-moving lane, thereby avoid congestion

and saving travel time. The project will widen southbound I-680 from SR-84 to Santa Clara County and rehabilitate existing pavement.

- An **eastbound I-580 HOV lane** is under construction from Portola Avenue to Greenville Road overcrossing in Livermore (including auxiliary lanes at several interchanges). The project will also widen the existing bridge over Arroyo Las Positas to accommodate the auxiliary lane between North Livermore Avenue and First Street.
- **Ardenwood Park-n-Ride Lot** is operating at capacity. This project will provide an additional 250 stalls at the existing park-and-ride lot serving commuters using AC Transit's Dumbarton Bridge transbay services. This additional capacity is expected to attract additional transit users, thereby reducing vehicle trips and improving air quality.
- **Ed Roberts Campus** will transform the Ashby BART Station to the nation's first universally designed TOD, fully accessible by public transportation. As part of a public-private collaboration, the campus will house an array of organizations focused on providing services to people with disabilities.

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*Back Page—Sidebar*

You are reading the tenth edition of Mobility Monitor, published by the CMA—the local agency responsible for congestion management in Alameda County. The CMA's governing Board is composed of elected officials representing the governments and major transit agencies in Alameda County.

For further information about the CMA, please contact:

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*Prepare in Map Form (like last year)*

### **The 10 Most Congested Corridors in Alameda County**

Ranking	Freeway Corridor
1	WB I-80, SR-4 to Bay Bridge (a.m.)
2	EB I-580, I-680 to west of El Charro (p.m.)
3	WB I-580, west of North Flynn to west of Airway (a.m.)
4	EB SR-92, Clawiter to I-880 (p.m.)
5	EB I-80, 5 <sup>th</sup> Street to Powell (p.m.)
6	WB I-80, toll plaza to Fifth Street (p.m.)
7	EB I-80, I-580 to Gilman (p.m.)
8	NB I-880, West Grand Avenue to Maritime (a.m.)
9	EB SR-24, east of Telegraph to Caldecott Tunnel (p.m.)
10	SB I-880: north of Fremont Boulevard to south of SR-262 (a.m.)

*Source: MTC, Highway Congestion Data (2008)*

*Pull Quote between Maps (like last year)*

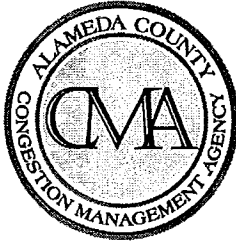
Consistent with recent years, Alameda County roadways dominated MTC's list of Top 10 most congested corridors of the nine-county Bay Area.

*Prepare in Map Form (like last year)*

*MIG—Bold segments represent Alameda County location*

### **The 10 Most Congested Corridors in the Bay Area**

Ranking	Freeway Corridor
1	WB I-80, SR-4 to Bay Bridge (a.m.)
2	EB I-580, I-680 to Greenville Road (p.m.)
3	SB US-101, Rowland Boulevard to I-580 (a.m.)
4	WB I-580, I-205 to Hacienda Drive (a.m.)
5	NB US-101, Alemany Boulevard to I-80 (p.m.); and EB I-80, US-101 to Sterling Street on-ramp (p.m.)
6	WB SR-4, A Street/Long Tree Way to SR-242 (a.m.)
7	EB SR-92, Industrial Boulevard to I-880 (p.m.)
8	SB I-880, Marina Boulevard to south of Industrial Parkway (a.m.)
9	EB I-80, 5 <sup>th</sup> Street (S.F.) to east of Powell Street (p.m.)
10	SB US-101, Great America Parkway to North 13 <sup>th</sup> Street/Oakland Road (p.m.)



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**Memorandum**

*March 3, 2009  
Agenda Item 3.4.3*

**Date:** February 23, 2009  
**To:** ACTAC  
**From:** Saravana Suthanthira, Senior Transportation Planner  
**Subject:** 2009 CMP Update: Review of Criteria for Adding CMP Roadways

**Action Requested**

ACTAC is requested to recommend that the Board re-adopt the existing criteria for adding roadways to the CMP network. Chapter 2-Designated Roadway System will be updated to reflect the re-adoption of the criteria.

**Next Steps**

This recommendation will be presented to the Plans and Programs Committee and the CMA Board. Upon the approval by the CMA Board, Chapter 2-Designated Roadway System will be updated.

**Discussion**

The criteria for adding roadways, particularly for "Inclusion of Principal Arterials" to the CMP network is reviewed every four years. The criteria was last reviewed and adopted in 2005 with the subsequent review due in 2009 with the current CMP Update.

The CMP statute requires existing state highways be designated as part of the CMP system. However, they provide no guidance for which principal arterials should be included. After evaluating several possible methods, the 1991 CMP adopted an approach that provided for the systematic selection and inclusion of principal arterials based on the following criteria to establish the designated CMP roadway system:

All State Highways:

- If a route is relocated or removed from the State Highway System, it will be evaluated according to the principal arterial criteria to determine whether it should remain in the CMP system.

Inclusion of Principal Arterials:

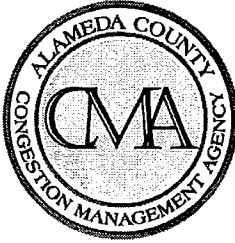
- Must carry 30,000 vehicles per day (average daily traffic) for at least one mile;
- Must be a roadway with four or more lanes
- Must be a major cross-town connector, traversing from one side of town to the opposite side; and
- Must connect at both ends to another CMP route, unless the route terminates at a major activity center

Typically, the criteria for adding roadways will be reviewed in one CMP update and the adopted criteria will be applied to identify potential routes in the subsequent CMP update. The criteria that were re-adopted in 2005 were applied to the roadways in 2007. During the 2007 Update, the City of Oakland provided 24-hour traffic counts on Hegenberger Road, between I-880 and Doolittle Drive towards the Oakland Airport. This roadway segment was found to meet the Principal Arterial Criteria, and therefore was added to the CMP network.

Also, during the 2005 CMP Update, it was recommended that in view of the liability to remediate any LOS F condition for which no funding is available, until any additional funding or new financial sources become available, the current system of the jurisdictions proposing addition of new segments on a voluntary basis continue.

**Recommendation**

Regarding the validity of the existing criteria, it is still appropriate to identify a system that carries majority of the vehicle trips countywide, which is the central concept to the CMP legislation. Therefore, it is recommended that the existing criteria for adding roadways to the CMP network be readopted.



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**Memorandum**

*March 3, 2009  
Agenda Item 4.1.1*

**Date:** February 23, 2009  
**To:** ACTAC  
**From:** Saravana Suthanthira, Senior Transportation Planner  
**Subject:** 2009 CMP Update: Update to MTS Roadways

**Action Requested**

ACTAC is requested to provide input on revisions to the Metropolitan Transportation System (MTS) roadways to be consistent with MTC. In 2005, MTC updated the MTS Roadways to include Rural Major Collector and higher as classified in the Federal Functional Classification System (FFCS) for the purposes of determining Pavement & Non Pavement maintenance and rehabilitation needs and eligibility for regional funding for that purpose. The revised MTS represents an increase in ratio of mileage of MTS roadways classified as collectors and above from 8% to 28%. Staff seeks input on whether this same MTS should be used for the CMP Land Use Analysis Program purposes.

**Next Steps**

Based on the input from ACTAC, staff will prepare a recommendation for revising the MTS and bring it to the Committees in April.

**Discussion**

Background

With the passage of the federal Intermodal Surface Transportation Efficiency Act of 1991, MTC was required to develop a Metropolitan Transportation System (MTS) that included both transit and highways. When the MTS was developed in 1991, it included roadways recognized as 'regionally significant' and included all interstate highways, state routes, and portion of the street and road system operated and maintained by the local jurisdictions. The intended purpose was that this system be subsequently analyzed and potentially managed to help relieve congestion.

MTC contracted with the Congestion Management Agencies in the Bay Area to help implement the federal legislation and to use the CMPs to link land-use decisions to the MTS. Therefore, as part of the Land Use Analysis Program of the CMP, the CMA reviews the proposed general plan amendments and other large-scale developments if there is a Notice of Preparation (NOP) issued to ensure that the regional impacts on the MTS are assessed, and that appropriate mitigations are identified, and that an overall program of mitigations can be implemented. Also, the CMA acts as a resource to the local governments in analyzing the impacts of proposed land use changes on the regional transportation system including providing the countywide travel demand model to produce forecasts for the land development projects.

In the context of the CMP, the distinction between the CMP and MTS networks is that CMP roadway network is used for monitoring conformance with the level-of-service standards as required by state legislation (Chapter 3) and the MTS is used for the CMP's Land Use Analysis Program to assess the land development impacts (Chapter 6).

#### Summary & Purpose of MTS Revisions

MTC updated the MTS in 2005. The update was necessitated because over the years the MTS has been increasingly identified with distribution of regional funding to the local jurisdictions rather than the originally intended system management and planning purposes. Use of the MTS for funding needs assessment and eligibility adversely affected the jurisdictions for two reasons: 1) streets that were eligible for federal funding based on the Federal Functional Classification System (FFCS) but were not on the MTS were excluded from funding consideration and 2) streets that were on the MTS but not classified as arterials and collectors on the FFCS were ineligible for federal funds.

Therefore, MTC formed a sub-committee of the Local Streets and Roads Committee to analyze the then current MTS and to develop a recommendation on how the MTS should be revised. The sub-committee compared various alternatives for defining a system of regionally significant roadways. In reviewing the FFCS, which is the basis for federal funding eligibility, it noted that the FFCS classified all streets, roads and highways according to an accepted system of classification that assigned levels of importance to each roadway segment based on a number of criteria. This functional classification was very similar to that used by the cities and counties to classify their roadways within their respective General Plan Circulation Elements.

MTC considered the merits of amending the MTS to be consistent with the FFCS by including all FFCS roadways classified as Rural Major Collector and higher in the MTS. This proposal was approved by the Partnership Board of MTC on August 1, 2005. Future additions/deletions of roadways to MTS will be processed in accordance with State and Federal Standards for amending the FFCS.

The following table highlights the key differences between the updated MTS and previous MTS:



Updated MTS	Previous MTS
<ul style="list-style-type: none"> <li>▪ Based on FFCS</li> <li>▪ Includes 28% of total mileage of arterials and major collectors</li> <li>▪ Classification is also generally used by local jurisdictions in their General Plan Circulation Elements</li> </ul>	<ul style="list-style-type: none"> <li>▪ Based on subjective criteria “regionally significant”</li> <li>▪ Includes 8% of total mileage arterials and major collectors</li> </ul>

#### Updating MTS network in the CMP report

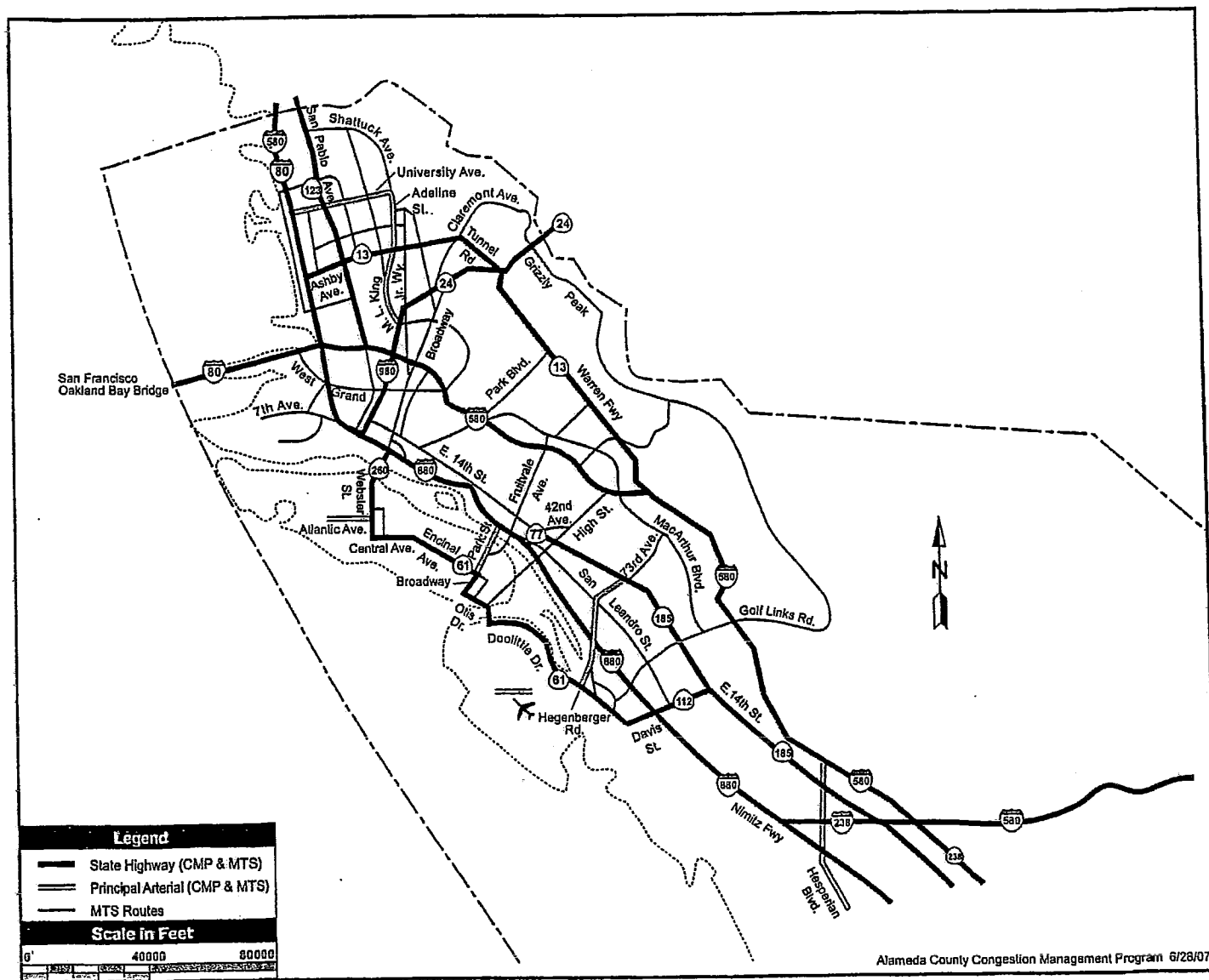
Attachments 1 through 4 and 1a through 4a illustrate the comparison between the pre 2005 and updated MTS roadways for selected areas of the County by Planning Area. The updated MTS can be found at [http://www.dot.ca.gov/hq/tsip/hseb/crs\\_maps/](http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/) for all of Alameda County jurisdictions.

Staff is reviewing the roadway network in the countywide model to check whether all of the roads on the updated MTS are included in the model network. Staff will report the results of the review at the ACTAC meeting. Staff is seeking input from ACTAC on whether this same MTS should be used for the CMP Land Use Analysis Program purposes.

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## DESIGNATED ROADWAY SYSTEM

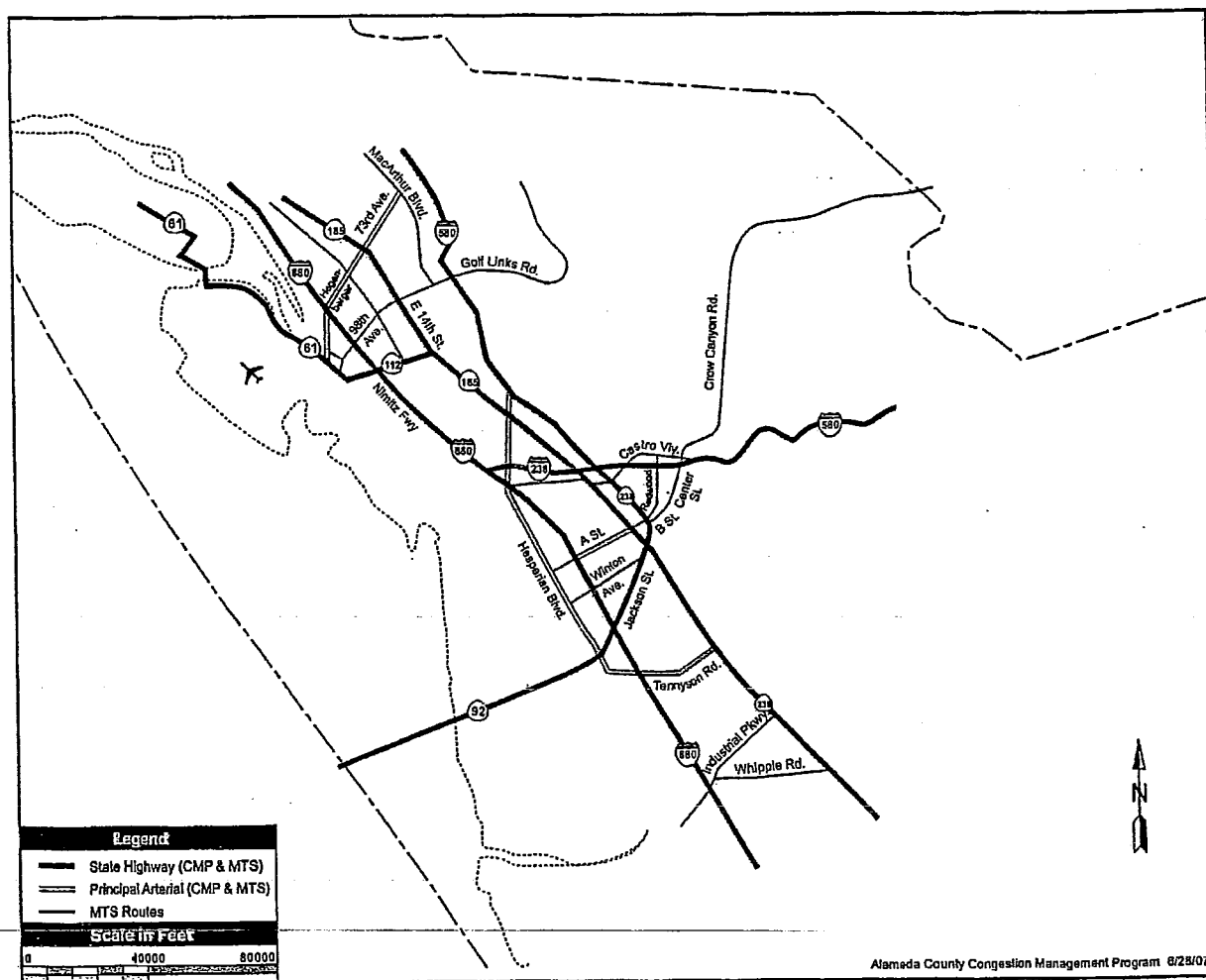
Figure 2—Designated System Map for Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont





## DESIGNATED ROADWAY SYSTEM

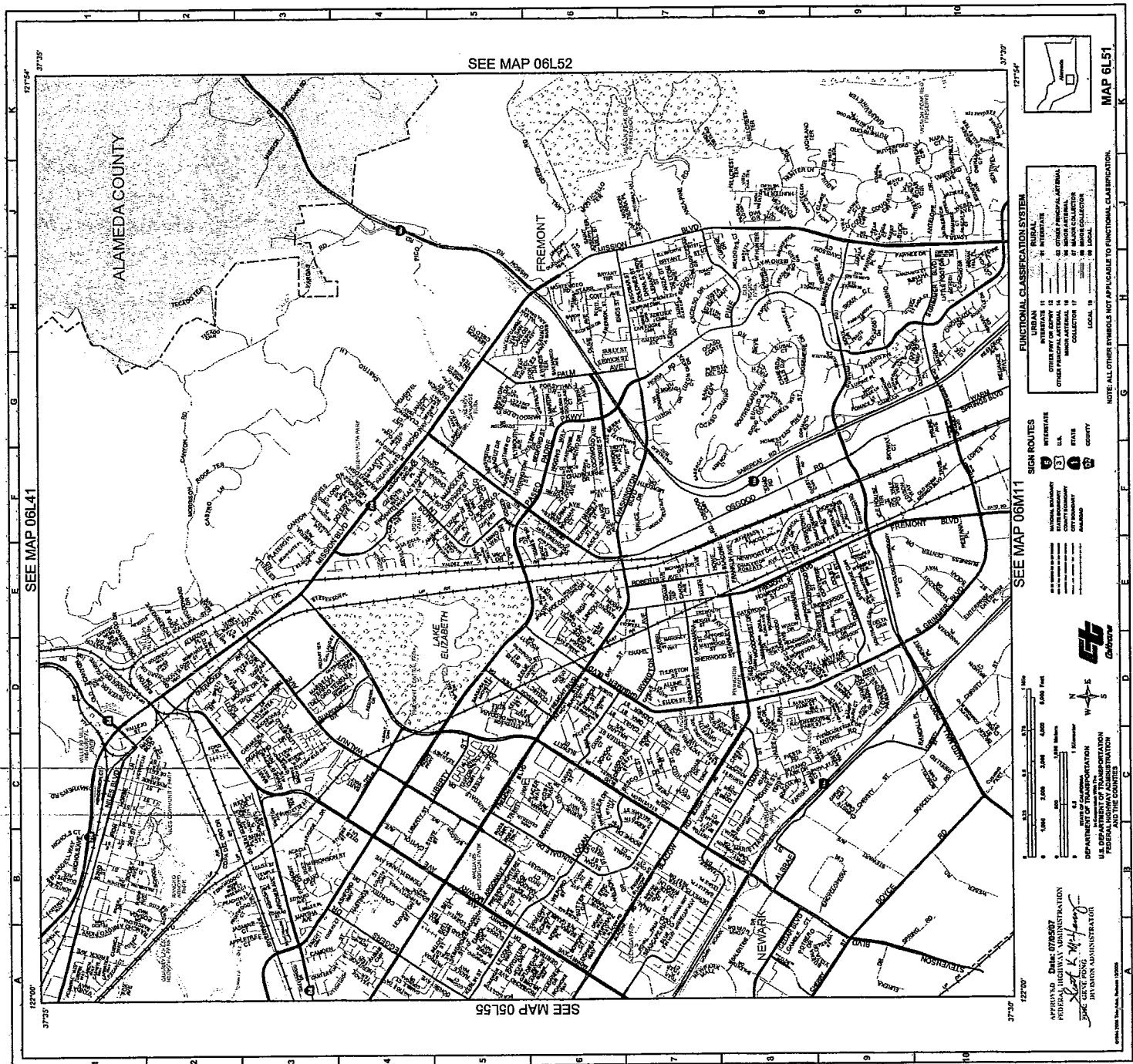
Figure 3—Designated System Map for Castro Valley, Hayward, San Leandro and San Lorenzo





**Figure 4—Designated System Map for Fremont, Newark and Union City**

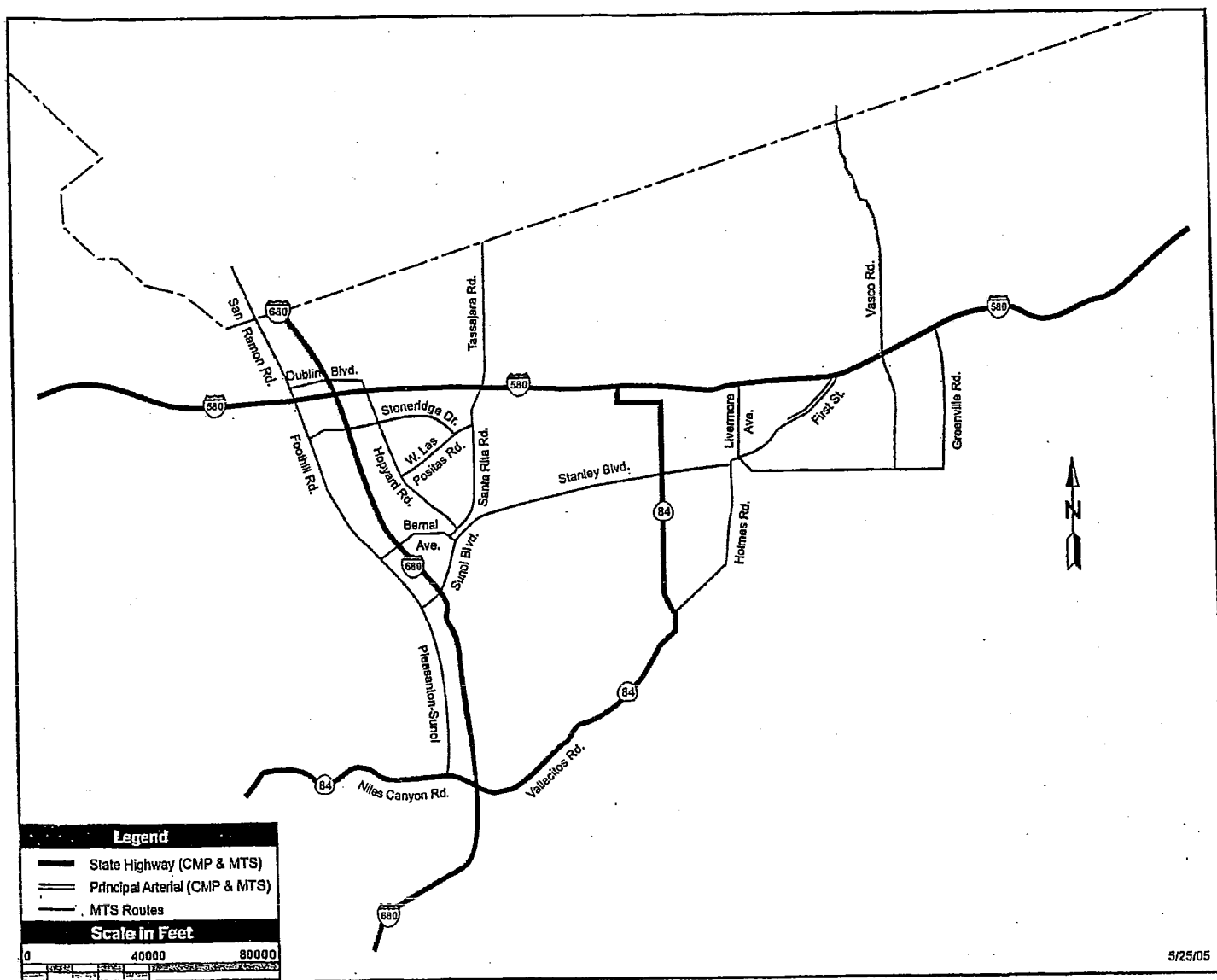




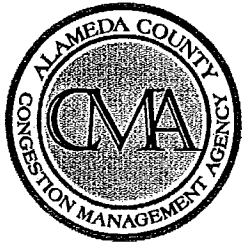


DESIGNATED ROADWAY SYSTEM

Figure 5 — Designated System Map for Dublin, Livermore and Pleasanton







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**Memorandum**

*March 3, 2009  
Agenda Item 4.1.3*

**DATE:** February 24, 2009  
**TO:** ACTAC  
**FROM:** Matt Todd, Manager of Programming  
**RE:** 2009 Congestion Management Program (CMP) Update:  
Table 16 - Capital Improvement Program (CIP)

**Information**

Chapter 7 of the CMP includes the CIP (Table 16), which is intended to show the planned investment in the CMP network over the next six fiscal years, 2009/10-2014/15. The CIP should be consistent with the Regional Transportation Plan (RTP) and include projects that are intended to maintain or improve the level of service on the designated system and to meet transit performance standards. The week of March 16th, the CMA plans to distribute to ACTAC representatives a request for jurisdictions to update the project information in Table 16 for incorporation into the 2009 CMP. The updated information for Table 16 will be due to the CMA by Friday, April 3, 2009.

The following items will be distributed with the request:

- An Excel spreadsheet for entering the updated information;
- Guidance for updating Table 16 and answers to several FAQs; and
- For reference, a copy of Table 16 from the 2007 CMP.

**Next Steps**

Updated CIP information will be due to the CMA by Friday, April 3rd. The CMA will then compile the information received from jurisdictions into a draft Table 16 that will be distributed for review at the May ACTAC.

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